VOL. CCXXIII, No. 2910
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THE SPHERE
With which is incorporated "BLACK & WHITE"
NOVEMBER 19, 1955

The SPHERE

with which is incorporated The GRAPHIC

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Salt perfection

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PRICE 2/-

O'Lara's Alarming Dream

"I'M WRITING a book about Ireland and they'll want to know what business the country does."

"Haven't we Guinness?" said O'Lara. "And what do we want with any more business than that? Don't they pay millions in taxes?"

And then a troubled look came over his face.

"Begob," he said, "I've nearly given up drinking it."

"Why's that?" I gasped.

"Because of a dream I had," said O'Lara, "after drinking no more nor a bottle. And then I went to bed and I had the dream."

"What was the dream?" I asked.

"Begob," he said, "It was terrible. I dreamed that I walked down to the shore of the sea one evening; I don't know what I was doing there, but I walked down to the shore; and it was somewhere near Dublin, for I could see the Wicklow mountains. And it wasn't night, for there was still some light in the sky; but it was getting late. And the shore was crowded with people all looking out to sea. And I said, 'What's the matter, boys?' And one or two of them answered, 'It is the end' and went on looking out to sea. So I looked too, in my dream. And I saw the horizon all dark with the smoke of ships, and the people staring at them as though the end of the world were there. 'Begob,' I said to myself, 'it's the English fleet, and those great big shells will be coming soon.'

"For the smoke was tearing up and the sky was black as thunder.

"'Is it the English fleet?' I said.

"But they had all gone silent, and wouldn't speak any more.

"And then I saw that the ships were nearer than they looked in the evening. They weren't far away at all, and were quite small. And I took a man by the arm who was standing quite near me and I shook him, and said, 'Those little boats can't hurt us; sure, they're no bigger than Guinness' boats that do be on the Liffey.'

"And the man gave a great sigh and said, 'It is what they are.'

"And I cried out then, 'Ah, Boys, is it Guinness's going?'

"And I knew from the awful stillness that this was so.

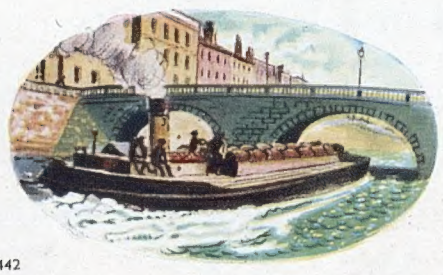
"And I daren't have a sup of porter before going to bed anymore, for fear would I get that dream."

"Oh, I wouldn't bother," I said. "It was only a dream."

For he looked so doleful, I had to say something to try to cheer him.

"It isn't the dream I mind," he said. "But all the truth that there is in it."

From "My Ireland", by Lord Dunsany.



LORD DUNSANY was born in 1878 and succeeded his father as 18th Baron in 1899. He fought in the South African and First World Wars, and it was after the former that plays and tales in his highly personal, yet distinctively Irish idiom began to appear. He is among those who have tried to bring a more poetic diction to the stage, but it is perhaps his talent for the unlikely that has won him his widest public. Nothing could be more unlikely than O'Lara's dream.

G.E.2442

A copy of this page may be obtained from Arthur Guinness, Son & Co. (Park Royal) Ltd., Advertising Dept., London, N.W.10

For sheer elegance

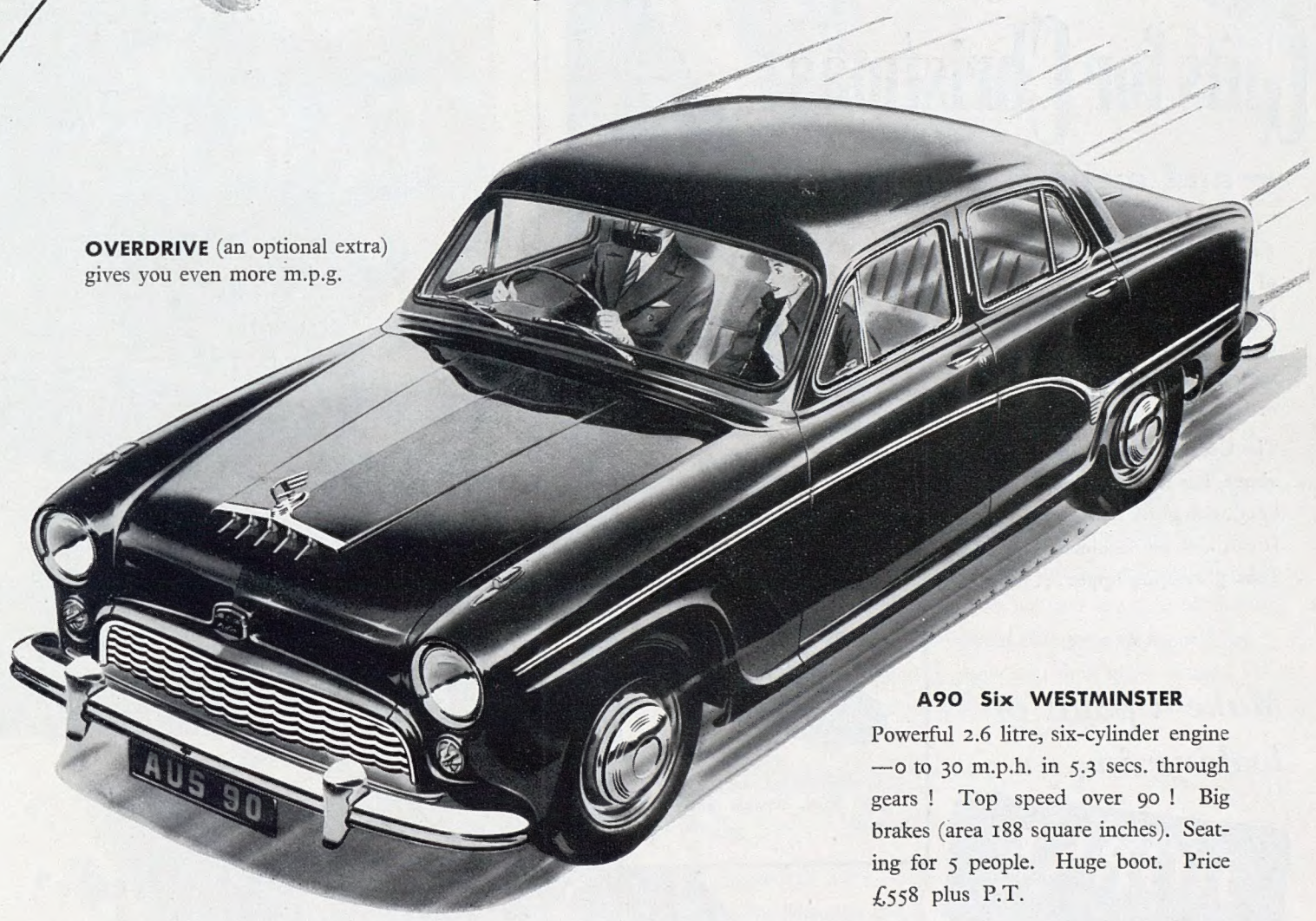
By Appointment to Her Majesty
Queen Elizabeth II
Motor Car Manufacturers
The Austin Motor Company Limited

-get behind the flying A

A CAR may delight the engineer yet appal those with an eye for beauty. But not an Austin—and certainly not this Westminster. From every angle it shows off pleasing, elegant lines. Every inch of space is used: and the result is a compact car which is very easy to park. That is just one of many reasons why the Westminster is a joy to drive. Choose from 5 tasteful colour combinations.

For great performance in smaller cars there are the Austin A30 Seven and the A40-A50 Cambridge.

OVERDRIVE (an optional extra) gives you even more m.p.g.



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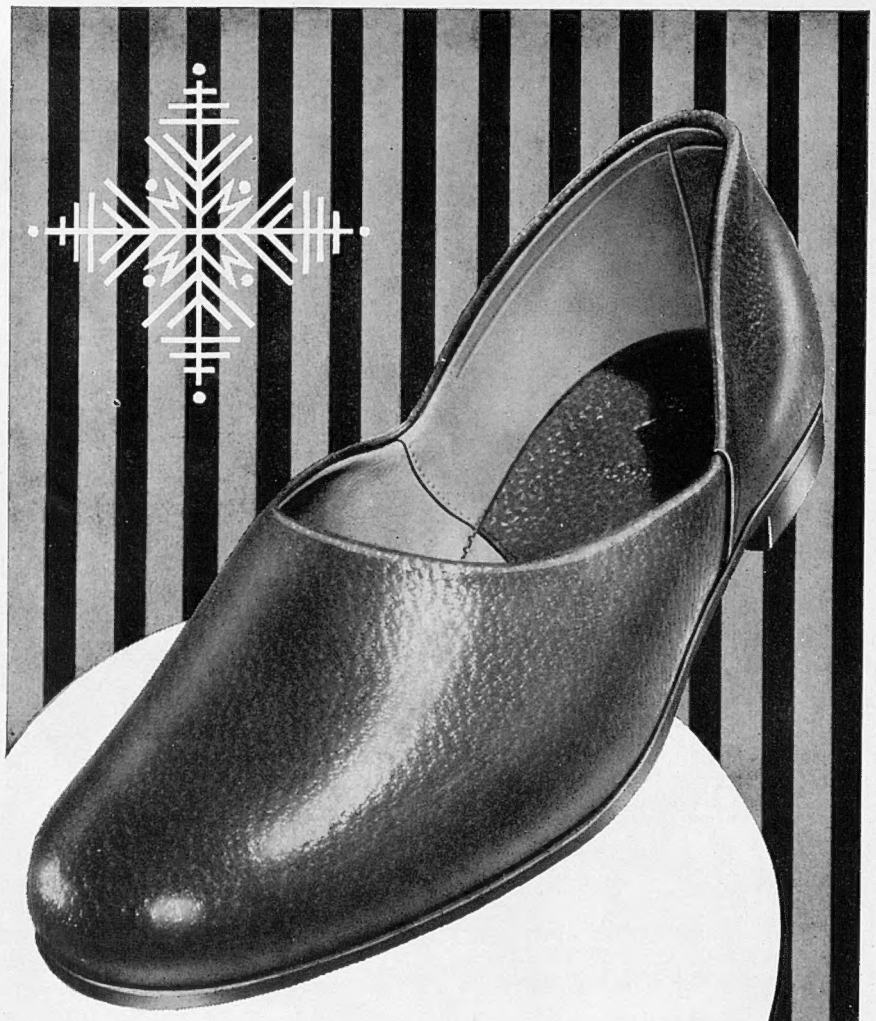


Gifts for Christmas

— and many a New Year

SLIPPERS. Our fine range of slippers from 20/9 to 46/9 includes a large variety of Grecian styles which we have with various types of warm or leather linings.

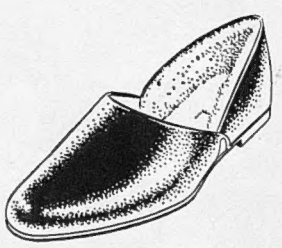
The Grecian slipper, illustrated above, has a pigskin upper, lined with glove leather . . . 42/-. It can also be obtained with a Teak glovespun upper . . . 39/9.

★ ★ ★

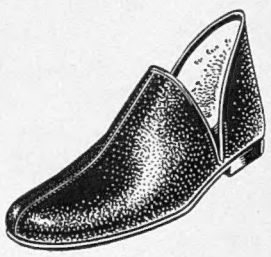
Make a point of looking in

HORNE BROTHERS · LIMITED

Christmas Windows



Grecian. Calf uppers, supple leather soles, real shearling lined . . . 39/9.



Jester Bootee. In tan leather, cosy white pile lined, flexible leather soles . . . . . 46/9.

55.S.7

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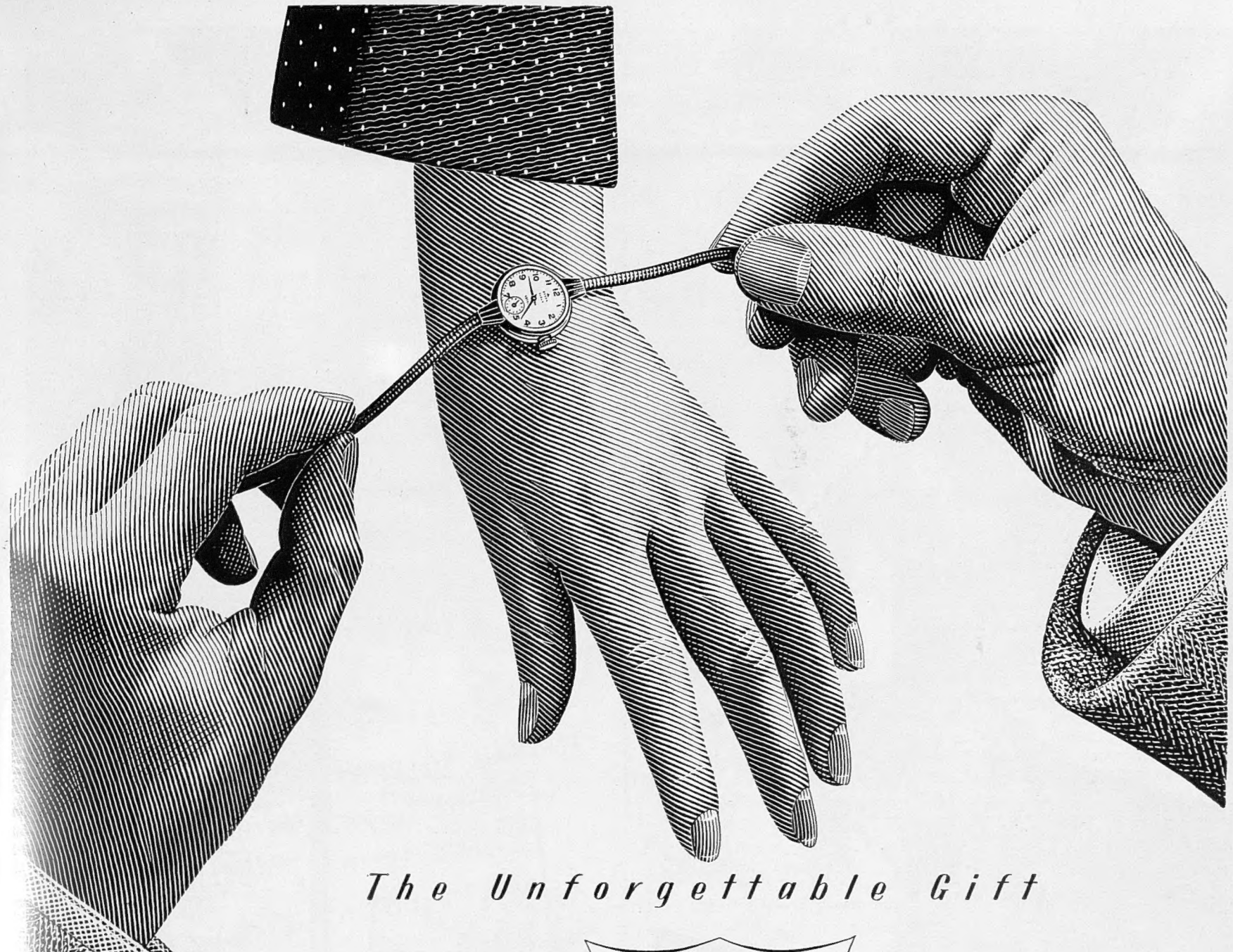
Can 5d

sway a conference?

Funny how a man's judgment can itself be judged by quite a small thing. This delegate, for instance, buys the cigarettes he prefers and doesn't grudge the extra 5d. for 20 they cost him. When the time comes to hand them round at the conference table, he finds that others know and like them too.

It was a successful conference. We don't say it wouldn't have been successful anyway but . . . could it be that "Three Castles" had something to do with it? Did those extra five pennies perhaps buy more than very good cigarettes? Confidence perhaps . . . success . . . who knows?

T.C.7



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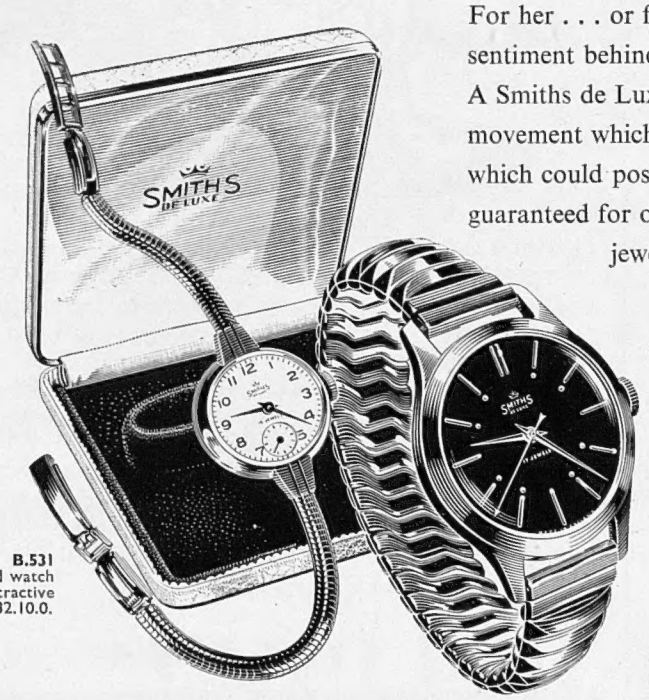
For her . . . or for him . . . Britain's finest watch. True in its timekeeping as the sentiment behind the gift and beautifully designed to flatter cultured tastes.
A Smiths de Luxe watch with the Smiths de Luxe movement . . . the dependable movement which has won the seal of man's approval under the sternest conditions* which could possibly present themselves. Smiths de Luxe watches are unconditionally guaranteed for one year, and have PERMALIFE unbreakable mainsprings. Good jewellers everywhere will be pleased to show you their latest range of models from £9.5.0 to £70.0.0.



B.531
Lady's 15 jewel, 9 ct. gold watch and snake bracelet. In attractive presentation case. £32.10.0.

A.358
Gentleman's gold-plated, 17 jewel mode.. Raised gilt batons on black dial or A.352 with silvered dial. Rolled gold bracelet. £12.15.0. With strap £11.5.0.

"Double Proof" Tested *

FOR ACCURACY AND RELIABILITY

The exhaustive 16 day factory test is not enough for Smiths de Luxe watches. They are also sent to face the sternest tests in actual use . . . at Everest with Sir Edmund Hillary, at Kangchenjunga, the Australian Antarctic, and on all major expeditions. With one aim . . . to prove dependability—*to the hilt*.

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SMITHS BRITISH WATCHES, WATERLOO ROAD, LONDON, N.W.2. *The High Grade Watch Division of S. Smith & Sons (England) Ltd.*

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Automatic Watches by Garrard

The 'Tissot' Automatic Watch in 9 ct. gold case.
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THERE is little doubt that the Automatic Winding Watch is the watch of the future ● It never needs winding ● When in wear it is always fully wound ● Constant power of mainspring ensures consistently correct timekeeping ● Goes for 36 hours when not worn ● There are various models available.
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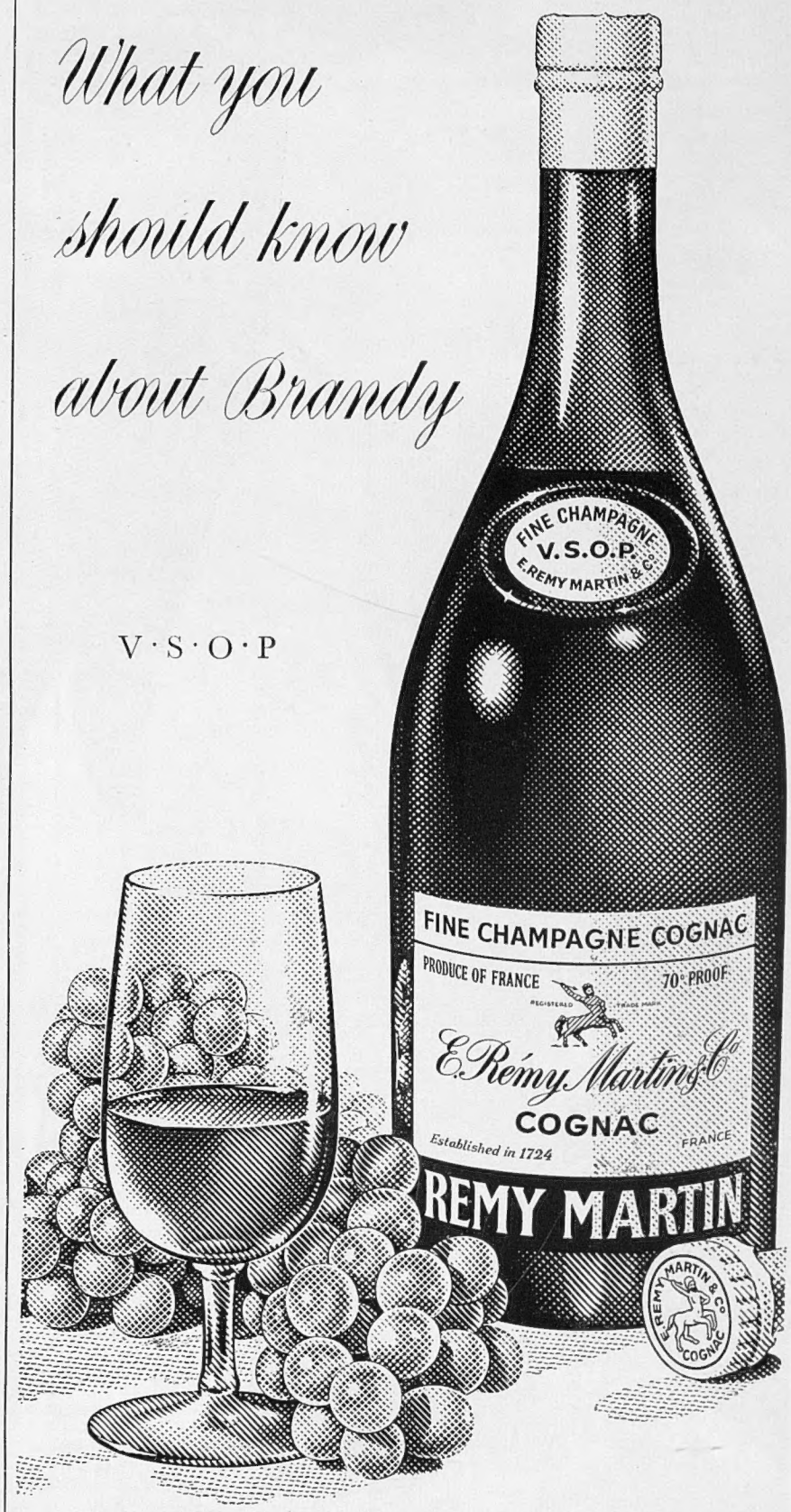
What you should know about Brandy

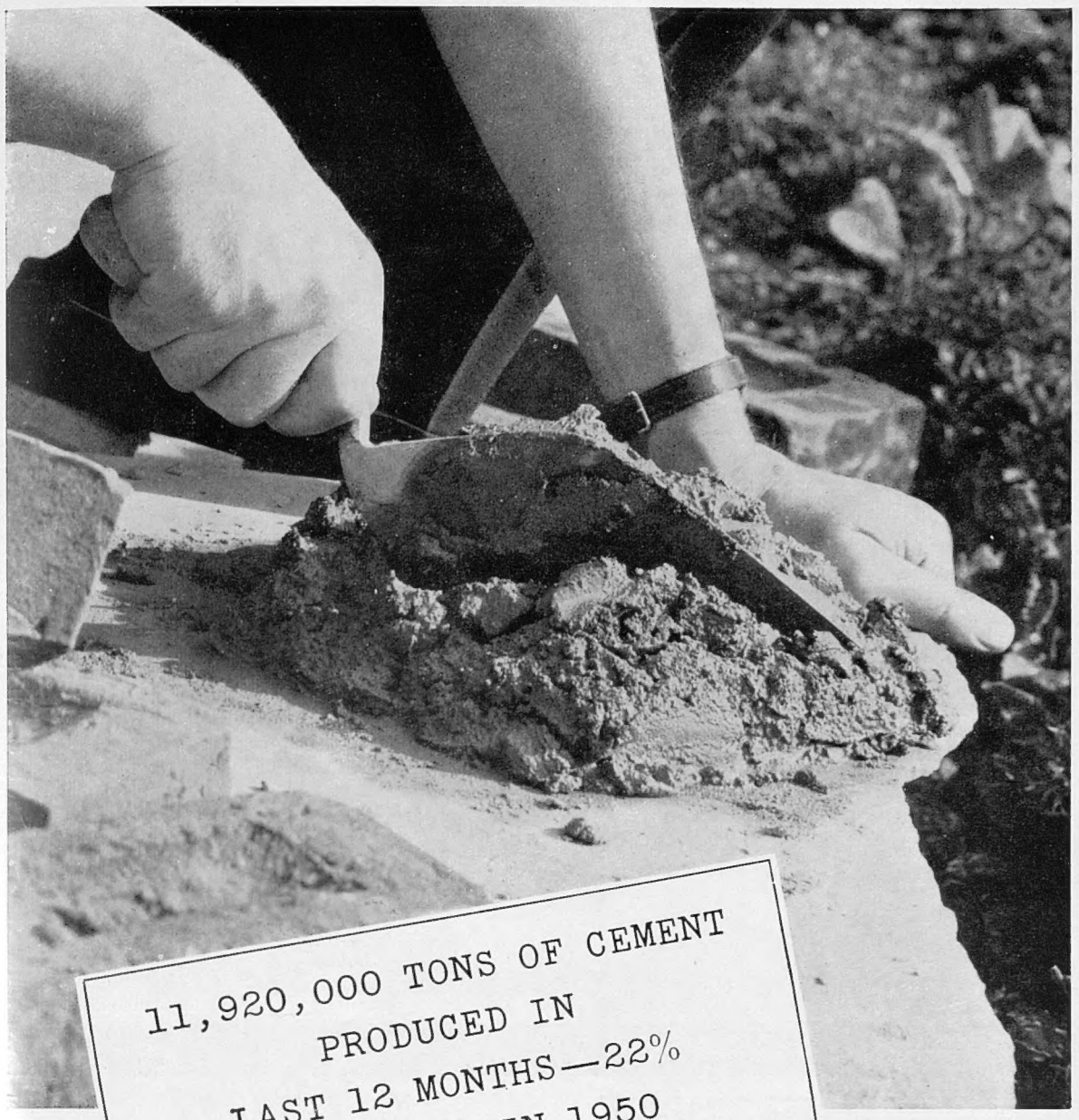
V·S·O·P



V·S·O·P

The best brandy comes from Cognac. The finest Cognac comes from the Grande and Petite Champagne districts in the centre of Cognac. *All* Remy Martin V.S.O.P. Cognac is made from grapes grown *exclusively* in these two districts. That is why people ask for Remy Martin and are never disappointed.

REMY MARTIN
Pride of Cognac



. . . it's part of Britain's progress, to which The English Electric Company contributes at home *and abroad* . . .

FULL employment, increased production, building activity everywhere, more goods in our shops and homes — here's striking evidence of Britain's economic progress.

Since 1949, Britain's industrial output has risen by 20% and the value of British exports has gone up by 42%.

More goods at home, more of the exports the country depends on . . . mean *better living for Britain*. In both ways ENGLISH ELECTRIC is playing a vital part.

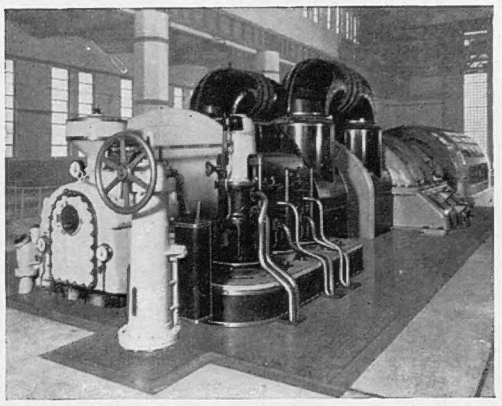
Production needs power. Fifty power stations have been brought into commission by the Central Electricity Authority since April, 1948; output of current has risen by 60%. For these power stations, many of the turbines, generators, transformers and other equipment were provided by ENGLISH ELECTRIC.

And ENGLISH ELECTRIC makes the motors and other electrical gear by which industries *use* this energy for production.

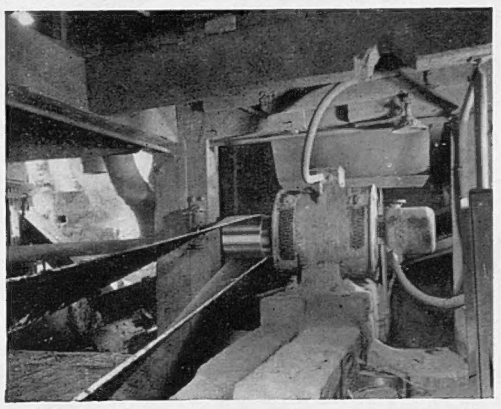
Export Success

Moreover, ENGLISH ELECTRIC is a vigorous exporter of heavy equipment — and of engineering skill. *Approximately half the Group's business is overseas.* All over the world, ENGLISH ELECTRIC is earning foreign currencies for Britain—and a reputation that helps all British exports.

World-wide experience is a precious asset: lessons learned in one job may avoid difficulties in another, far distant. The co-ordination of experience with its great technical and manufacturing resources enables ENGLISH ELECTRIC to play its important part—at home and abroad—in Britain's economic progress.



POWER FOR INDUSTRY. *This 60,000-h.p. steam turbine generating set is one of six supplied by* ENGLISH ELECTRIC *to Whitebirk Power Station in Blackburn, which provides power for Lancashire industries.*



POWER IN INDUSTRY. *An* ENGLISH ELECTRIC *85-h.p. screen-protected motor drives a Kennedy crushing machine in the Groby Granite Quarries.* ENGLISH ELECTRIC *motors are used to drive machinery in a great variety of industries in Britain and all over the world.*

DEVELOPING MARKETS OVERSEAS. *An* ENGLISH ELECTRIC *1,440-b.h.p., 600-r.p.m. diesel engine is unpacked at Accra, Gold Coast, where three similar engines and two of 558 b.h.p. are installed in the power house.*

To YOUNG MEN and their PARENTS

To any boy or young man considering a career in science or engineering, ENGLISH ELECTRIC *offers almost unlimited opportunities. As a student or graduate apprentice, he will receive first-class training under excellent conditions, and can look forward to a choice of stimulating and rewarding jobs, at home or abroad, in this great organization. For details of* ENGLISH ELECTRIC *training schemes, please write to the Central Personnel Department.*

'ENGLISH ELECTRIC'

bringing you better living

THIS CHRISTMAS — Give the Best

ENGLISH PEWTER TANKARDS

Made in Sheffield in hammered finish, with the traditional glass base, and containing an airtight tin of 50 State Express 555 cigarettes

½ pt. Tankard 27/6
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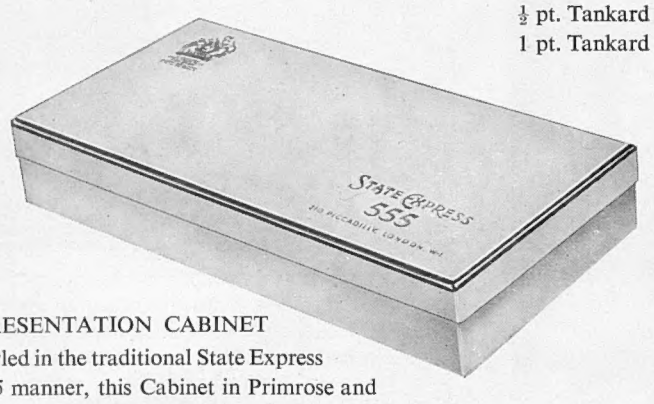

PRESENTATION CABINET

Styled in the traditional State Express 555 manner, this Cabinet in Primrose and Gold contains 150 State Express 555 cigarettes ... 30/-

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STATE EXPRESS
CIGARETTE MANUFACTURERS
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OF STATE EXPRESS 555

In colourful outers with a picturesque illustration of seasonable character.

50 State Express 555 cigarettes 10/-
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SPAIN'S BEST

and of course — WALNUT BROWN and CARLITO

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... of consummate perfection

Barrie Scottish knitwear is the concern of the Bordermen of Hawick whose sole criterion is consummate perfection. Haste and speed enter not into the scheme of things, for here the loveliest of cashmeres and lambswools are conjured into garments of lasting beauty. Soft as swansdown and a summer's cloud, infused with tints of nature's gentle palette, these contemporary classics are born only of skill and time-won knowledge

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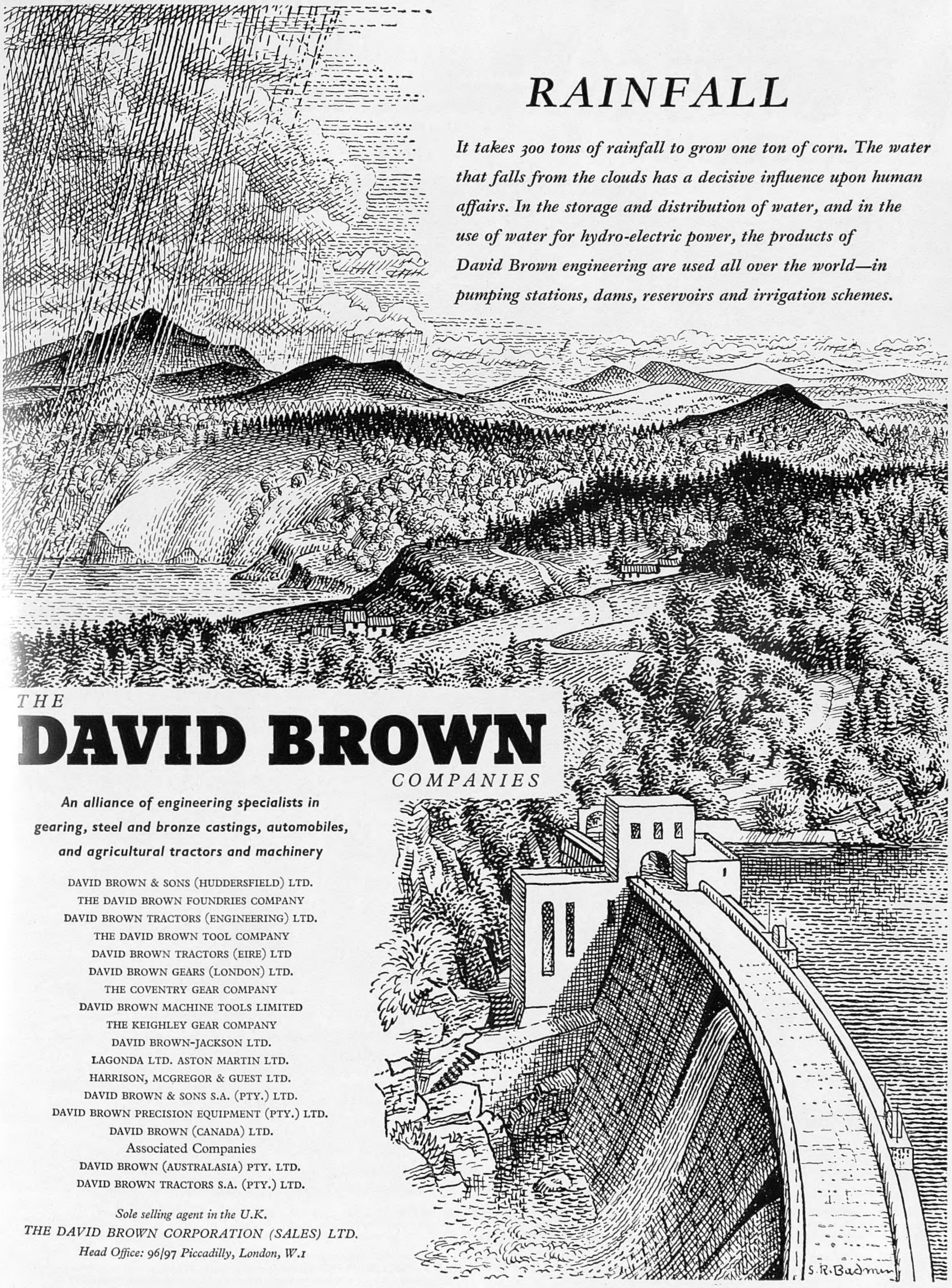

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It takes 300 tons of rainfall to grow one ton of corn. The water that falls from the clouds has a decisive influence upon human affairs. In the storage and distribution of water, and in the use of water for hydro-electric power, the products of David Brown engineering are used all over the world—in pumping stations, dams, reservoirs and irrigation schemes.

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New high performance specification and new power-braking for the 90. Greater comfort in all three models — the 60, 75 and 90.

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HIGH PERFORMANCE By increasing the compression ratio, the acceleration has become still more vivid. An optional overdrive ensures a higher maximum speed, exceptionally fast and silent cruising at low engine speeds and a useful saving in petrol consumption. Top gear flexibility, so valuable when driving in traffic, is unaffected.

EXTRA SAFETY To match this livelier performance, a new Servo-assisted braking system is introduced. This ensures impressive light-pressure stopping from high speeds and maximum safety under modern road conditions.

THE SIXTY, SEVENTY-FIVE AND NINETY

EXTRA COMFORT Rover cars have a fine reputation for driver and passenger comfort. There is now a choice of two styles in the front seating—a bench type seat or, as an optional extra, two individual seats independently adjustable. The deep hide upholstery is pleated to retain its shape and the rear arm rests have been redesigned for greater comfort.

Prices including purchase tax, '60': £1,261.7.0; '75': £1,373.17.0; '90': £1,418.17.0. (Overdrive, optional extra.)

THE ROVER COMPANY LIMITED • SOLIHULL • BIRMINGHAM also DEVONSHIRE HOUSE • LONDON

CVS-305

Volume CCXXIII No. 2910

The SPHERE, London, November 19, 1955

The SPHERE

with which is incorporated THE GRAPHIC

BOWLING DOWN THE BRIGHTON ROAD—ONE OF THE 187 FINISHERS NEARS THE END OF THE VETERAN CAR CLUB'S ANNUAL RUN FROM LONDON TO BRIGHTON: This 1903 Cadillac is being driven by Colonel A. Young, the Commissioner of the City of London police. The passenger is Mr. F. S. Bennett, the owner of the Cadillac and President of the Veteran Car Club. In this year's run only seven entrants failed to complete the fifty-six-mile journey from Hyde Park to the South Coast within the time limit.

The Royal Automobile Club's Commemorative Run last Sunday was a double celebration. It marked the silver jubilee of the Veteran Car Club of Great Britain and was the twenty-fifth run the R.A.C. has organised. All the 194 cars entered dated from 1904 or earlier, the oldest being seven built in 1896. There was the usual large crowd to see the cars start from Hyde Park in London, and at many points along the fifty-six-mile route there were groups of onlookers whose patronising attitude often turned to amazement when they saw the fine performances being put up by the veterans. The run was made easier this year by the use of a helicopter carrying an R.A.C. patrolman and a police sergeant. It flew up and down the route reporting traffic conditions and helped the police to divert normal traffic. Among those completing the course were Mr. G. McKay Schieffelin, of New York, driving his 1903 Prescott Steamer runabout, and Herr H. G. Schoof, of Wiesbaden, Germany, in a 1900 De Dion Bouton. (Other pictures on page 330.)

Postage—Inland, 2½d ; Canada, 1½d. ; Elsewhere Abroad, 3d.

a

A CHRISTMAS FAIR IN LONDON

IN AID OF THE Y.W.C.A. : The Countess of Halifax, second from the right, and Lady Tweedsmuir, M.P., make purchases from one of the stalls at the Christmas Fair of the Young Women's Christian Association at the Hyde Park Hotel. The Fair had been declared open by Lady Tweedsmuir.

THE SCOTTISH INDUSTRIAL EXHIBITION

THE JUNIOR CHAMBER INTERNATIONAL EXHIBITION IN EDINBURGH : Lord Bilsland (centre) is seen examining one of the models displayed by Scottish Aviation Ltd., at the exhibition which he opened in the Royal Scottish Museum in connection with the tenth World Congress of the J.C.I. Most of the eighty exhibits at the exhibition came from Scotland, but there were also displays from Commonwealth and foreign countries. Lord Bilsland also opened the conference of the British Junior Chambers of Commerce, and Lord Kilmuir opened the World Congress.

RUSSIAN ANNIVERSARY

CELEBRATING THE OCTOBER REVOLUTION IN LONDON : A reception is held at the Russian Embassy to celebrate the thirty-eighth anniversary of the October Revolution in 1917. About 600 British guests and 100 Russians were received by the Embassy's Counsellor, Mr. Nikolai Belokhvostikov, in the absence of the Ambassador, Mr. Malik. Pictures of the celebrations in Moscow appear on page 329.

YOUR CHRISTMAS PRESENT PROBLEM?

There can be no better Christmas present than a subscription to THE SPHERE—*a reminder of your generosity every week in the year. A greetings card will be sent at your request to notify the recipient of the gift at Christmas-time. The rates for* 12 *months, including Christmas Number, for Great Britain and Eire, are* £5 16*s.* 6*d.*; 6 *months and Christmas Number,* £3; 6 *months without Christmas Number,* £2 16*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.*; £2 19*s. and* £2 15*s.*; *and for elsewhere overseas* £5 18*s.* 6*d.*; £3 1*s.* 3*d. and* £2 17*s.* 6*d. Terms include postage. For a smaller gift, the Christmas Number alone, with its many pages in full colour, can be sent for* 3*s.* 10*d. post free anywhere. Orders may be placed at your usual newsagent or bookstall or (together with remittance) sent direct to the Publisher (Dept. SX),* 195-198, *Strand, London, W.C.*2.

A London Newslette

195–198, STRAND, W.C.2.

Back in the Saddle.—A month ago it seemed a very outside chance that Mr. Eisenhower would ever be back in the saddle, if only for a trial ride. His own courage and cheerfulness and determination, combined with the efforts of his country's leading specialists and all the latest inventions of medicine, have achieved that miracle and may achieve a greater still. So, indeed, his party and the peace-hungry world begin to hope. But then hopes will be dupes, if the President now, or hereafter, leads again the life which brought about his collapse. The burden which Ike carried, superimposed on shoulders already bowed by the anxieties and responsibilities of military leadership in World War II, was intolerable. The American Constitution is a puzzle to us, though it may suit the Americans, but one reform in the interests of Republicans and Democrats alike it needs to-day, and that is so to revise a President's way of life in office that he may survive to offer himself for another term. I doubt if Mr. Eisenhower will, miracle or no miracle, do that, though he seems at the moment irreplaceable. For by intuition, shrewd statesmanship and a certain amount of luck, his measures at home and in the international field have steered America through very anxious times economically and did much to lighten the international skies which have darkened again since his illness.

Burgess-Maclean.—This story petered out in comparative bathos. No heads fell into the basket as at one time some of the "knittingwomen" hoped. Both political parties being implicated in the bad business, Parliament took the gentlemanlike attitude of "the finest club in the world." But the ugly story gave a third jolt within a very short time to one more of our "cherished institutions"—the Foreign Office—and once more, no doubt, good will come out of evil and spring flowers burgeon on the dung-heap. It is always the same cause that brings these sudden jolts of public confidence: the habit of leaving frank and full official explanations of rumour and suspicions too late, attempting too long to stave off legitimate public anxiety with guarded and hedged and sometimes pompous pronouncements. So great to-day is the power of the Press, so keen its nose, that such subterfuges are as futile as they are irritating, and all the mouthpieces of our great institutions should long ago have discovered the truth that the public and Press will no longer be fobbed off with official forms of words, nicely arranged; still less with official snubs. Mr. Macmillan at last came cleaner and abandoned some of his untenable positions, and the House and the public agreed to let the story die. It was getting boring, like the other oft-told stories.

Geneva and Other Depressions.—It is a time of year when gleams of hope are obscured by dark clouds and depressions and, as I write, by lamplight, the rain lashes down its deficit for the year and the Foreign Ministers are back at work at Geneva, the high hopes of the summer mouldering cold and low. The contrasts between the summer and the autumn of 1955 are indeed as remarkable politically as meteorologically. How often in our history have our little restaurants taken their tables out on to the street and invested in gay umbrellas because for once the sun shone for a few days running! How often have our statesmen promised a break in the clouds over Europe and gone off to their peace conferences full of high hope. And then unforeseen, unguarded, the nipping frost makes a mush of tender buds of promise or autumn flowers. And yet we garden still, still plant with hope for another spring. It is common sense. Men can create nothing but mirage with wringing hands, and at the back of everyone's mind is a belief, founded on experience, that clouds *do* break and blue sky comes again. And although the cynic may complain that he is compelled to live out his life in a global lunatic asylum, at the back of his mind he realises that even lunatics have their lucid moments, and seldom go to the final extreme of cutting off their noses to spite their faces. We may be in for a longer spell of cold war than we hoped, but we are inured to it, and it keeps the politicians and statesmen busy and on the move. There is nothing much they can do at home nowadays to control their economic juggernauts and vicious spirals.

Dancing Chancellor.—His withers unwrung by Socialist criticism of his Supplementary Budget, unrepentant Mr. Butler went gay and told the undergraduates at Cambridge that it was high time they, too, went gay, and that the best way to do it would be to mix more gaily with the sprinkling of women undergraduates at Cambridge, to increase the present ratio of only 1 girl to 11 men undergraduates and try to emulate Oxford's 1 to 6, and to take a hint from Oxford's way with the girls. And a first step to that end was to support the appeal for funds for New Hall, the latest foundation for women in Cambridge. Mr. Butler, if any man, has a strong hereditary and family claim to know Cambridge history and to speak his mind on matters of concern to that university. If he says that hitherto the relations between male and female undergraduat have been anything but cheerful, he speaks wi authority deserving attention, and if he says t remedy for too much discipline and too little gai among the Cambridge students is to mix more fr with the girls, I do not doubt that he is right. I as an Oxford man, I wonder whether he has been t optimistic, not foreseeing possible snags. He has be accused of those imprudences in his April Bud planning. Some say that Oxford's tolerance of gi so far in advance of Cambridge, has not always ma the happy marriage of industry and gaiety, and t workers' playtime sometimes lasts too long and c into productivity, results in "absenteeism," and ev creates a poodle-faking type. But Mr. Butler kn Cambridge and I do not, and I rejoice that, after his gruelling and pommelling, he has a song in his hea

Queen's Weather.—"Queen's weath was coined as a synonym of fine weather (as far I remember) for Queen Victoria, and at a time wh she carried out comparatively few public functio Modern sovereigns carry out incomparably m public functions, especially in the open air, and not hesitate to plan them, for the wettest, chilliest a darkest months. Accordingly, "Queen's weathe to-day has gone out in the betting, if not lost meaning. Queen Elizabeth, in a year which will down to history as very fine, has had consistent ill-lu in the weather for ceremonies in which fine weat plays a big part in success. The unveiling of K George VI's statue, the late Midland tour a

Remembrance Day ceremonies were carried out und horrible conditions, and the cheerfulness and stoicis of the chief figures sometimes pointedly contrasted wi the unconcealed misery of their entourage of eld statesmen and officials. I have long felt that ope air ceremonies requiring bare heads are unsuitable f the elderly and baldheaded in winter and late autum and result in needless casualties from which even young and vigorous are not immune. I think m could be done for the aged and decayed whose presen is required at such ceremonies, and sometimes m for the chief figures. I was glad to note from our o diocesan magazines that several parish priests t year decided to hold their two-minute silences ins the churches. The doctors are busy enough, anywa at this time of year, and I don't know that the ro and grinding of traffic past the village cross enhanc the solemnity of this yearly ceremony of remembra and dedication.

Smog Bill.—We must not complain if so times we find Parliament, at a time of most urg priorities, spending the unforgiving hours debat measures for the welfare of posterity. Smog i terrible evil, and even more expensive economica and perhaps more dangerous to health, than noise,

PRINCE CHARLES IS SEVEN

A BIRTHDAY PICTURE OF THE DUKE OF CORNWALL : This pictu of the young prince, showing him wearing the Balmo tartan with a lovat tweed jacket, was taken at Balmo just before his return to London. The Balmoral tartan restricted to members of the Royal Family. In honour the young prince's birthday, flags were flown on Governme buildings and on many business houses throughout the countr

there is a fearful lot of smog to be banished from our cities and our minds to-day. The very drafting of the Clean Air Bill suggests that it is a gesture on behalf of posterity; and no doubt our posterity is very rightly the concern of to-day's Governments. But the Bill has so many loopholes, its aims must be carried out in the teeth of so many obstacles and obstructors, that it is for some years to come no more than a blue-print or a foundation-stone-laying ceremony. Just think of some of its *sine qua nons* on the morrow of the Supplementary Budget and the latest news from the coalmines. Success demands "adequate supplies of smokeless fuel" and "modern appliances of the right kind." Can you get them, can you (if you are so lucky) pay for them? What can you get to-day, what may you hope for to-morrow, to contribute to the Bill's desired goal? A few sacks of slate and slack, tardily petered out at the price of gold-dust, to pour into an antiquated stove which the new austerity prevents you from exchanging, if you could find and afford a modern substitute. Rome was not built in a day, no doubt. And London and Manchester won't be freed from smog in my time or yours.

Dollars or El Greco?—In the continuous controversy concerning the export of art treasures, so many of us who intervene "don't know much about art, but know what we like." In this category are those who might endure to part with an El Greco but would die in the last ditch for Holbein's "Duchess of Milan" or Van Eyck's "Arnolfinis." And since all tastes are said to be good, it is difficult to secure a unanimous verdict for the proposition that "El Greco" is always to be preferred to dollars. The nimble accountant would admit that if our galleries had no great pictures at all, our tourist trade might suffer considerably, but he would argue that one more El Greco added to a representative collection of the world's greatest Masters would hardly increase the annual harvest from tourism. Then he would take up the point about Cromwell selling Charles I's glorious collection and forcing us overseas to look at those masterpieces which we once owned, and he would vulgarly remind us that what we lost on the swings of the Commonwealth, we made up after the Napoleonic Wars, when every Englishman with money and a gallery came home loaded up with the bankrupt stock in masterpieces of ruined European nations whose living nationals must now come to England to see what once was theirs. For my part, I think there is need of a *national art dispersal fund* (under bold direction) which would guide our national galleries and private collections in the disposal for dollars of the second-rates and never-seens which all galleries possess. The dollars obtained could help towards buying and displaying to advantage the first-rate.

The Capel Letters.—The Pagets have proved some of the best letter-writers of our race, and the Capel letters, with the light they throw on Brussels in the days before and after the second most romantic battle in which we were concerned, confirm the accuracy of the contemporary information supplied by eye-witnesses which was drawn on by the novelists. Thackeray in *Vanity Fair*, for example, and by the poets, Byron in particular. But all too many of the reviewers of this new book forgot the contribution of Thomas Creevey, which, it is true, was not available in printed form to Thackeray or to Byron, since Creevey's gems blushed unseen until 1903. Yet I have often wondered why he has not inspired since then more novelists to use his material for historical novels, or film writers to turn him into a film story. The historians have not failed to find him a goldmine and to work out his seams. Sir Arthur Bryant, in particular, has seen his worth. I should like to live to see an English film, written with taste and historical knowledge, of "Mr. Creevey." His career was quite interesting and romantic and colourful enough to succeed with the public without American "improvements" and other fictions.

Up Hill and Down Dale.—"Mrs. Dale's Diary" reached its 2,000th episode last week. The first page was turned on January 5, 1948, and the feature has played to 8,000,000 listeners continuously since then. It is said that if one of the Dales was killed off, there would be an outcry, such as Trollope's readers raised over Mrs. Proudie's death; only far louder. And the deceased would probably have to be resurrected like Sherlock Holmes. I reflect with surprise and shock that I have never listened to a single episode all these years. I decided it would not be my cup of tea. I saw *Charley's Aunt* and *Chu Chin Chow*, and other famous long runs, but not having heard "Mrs. Dale's Diary," I don't know whether to commiserate with Miss Ellis Powell, who has played the title-role for seven years, as I commiserated with the chief actors in those two long runs of the stage.

The Pools and the Post.—The Post Office is even more understaffed than the Police Force. The Post Office Workers organ, *The Post*, tells us that in Manchester the postal establishment is 450 short, the Birmingham 270. London is not much better off. Unless something drastic is done, the P.O. will be unable to maintain its services, and already these services are not what they were. Needless to say, thoughts turn first to the pools mail. How much longer is Dr. Hill to allow, and to expect, postmen to deliver this class of mail over-time? This universal passion for gambling has long held up legitimate mail delivery, especially in postcards, which are a useful and economic method of doing decent business, especially dear to me, because economical and easy, as it was to Shaw and Lord Fisher.

THE OLD STAGER

A NEW COURT HOUSE IN A LONDON SUBURB

THE NEW COURT HOUSE OF THE HIGHGATE PETTY SESSIONAL DIVISION OF THE COUNTY OF MIDDLESEX, WHICH REPLACES THE ONE DESTROYED DURING THE WAR: Designed by Mr. C. G. Stillman, it was opened recently by the Lord Chancellor, Lord Kilmuir. The previous building was destroyed by enemy action in 1944. There are two adult courtrooms and a juvenile courtroom, as well as a retiring room for the Justices; office accommodation for the Clerk to the Justices and his staff, the probation officers and warrant officers; rooms for solicitors and the press, and cells. Since the bombing of the old building the courts have been held at the Hornsey Town Hall and Avenue House, Finchley.

On left—

THE UNVEILING OF THE COMMEMORATIVE PLAQUE: Lord Kilmuir, who has just pulled the cord to release the flag which covered the plaque, is watched by guests who attended the ceremony.

VETERINARY SURGEONS IN TRAINING

THE FINE NEW BUILDING WHICH HOUSES THE CAMBRIDGE SCHOOL OF VETERINARY MEDICINE: It was opened by the Queen a short while ago and accommodates students who are completing their six-year course in Veterinary Medicine. The building, which is in Madingley Road, embraces a modern operating theatre and animal hospital where students get first-hand practical knowledge of all sections of veterinary science. Upon winning the Cambridge Veterinary Degree the student is entitled to have his name entered on the Register of Veterinary Surgeons. Before sitting for the first part of the examination the student must have spent a total period of three months on a mixed farm. He must have been engaged on work with animals, and obtained a letter from the farmer stating the nature and manner in which the work was carried out.

On left—

AT WORK IN THE NEW BUILDING: A view of one of the laboratories where a class in animal pathology is being taken.

THE BURMESE AND SOVIET LEADERS SIGN A JOINT STATEMENT IN MOSCOW : U Nu, the Burmese Prime Minister, and Marshal Bulganin are the signatories. Among the large number of officials is the Burmese Ambassador in Moscow, U Maung Ohn (standing behind his Premier, on right) ; and behind Marshal Bulganin are, from left, Mr. Khrushchev, Mr. Mikoyan, Mr. Kaganovich, Mr. Malenkov, Mr. Saburov and Mr. Pervukhin. The joint statement was issued at the end of U Nu's visit to the Soviet Union.

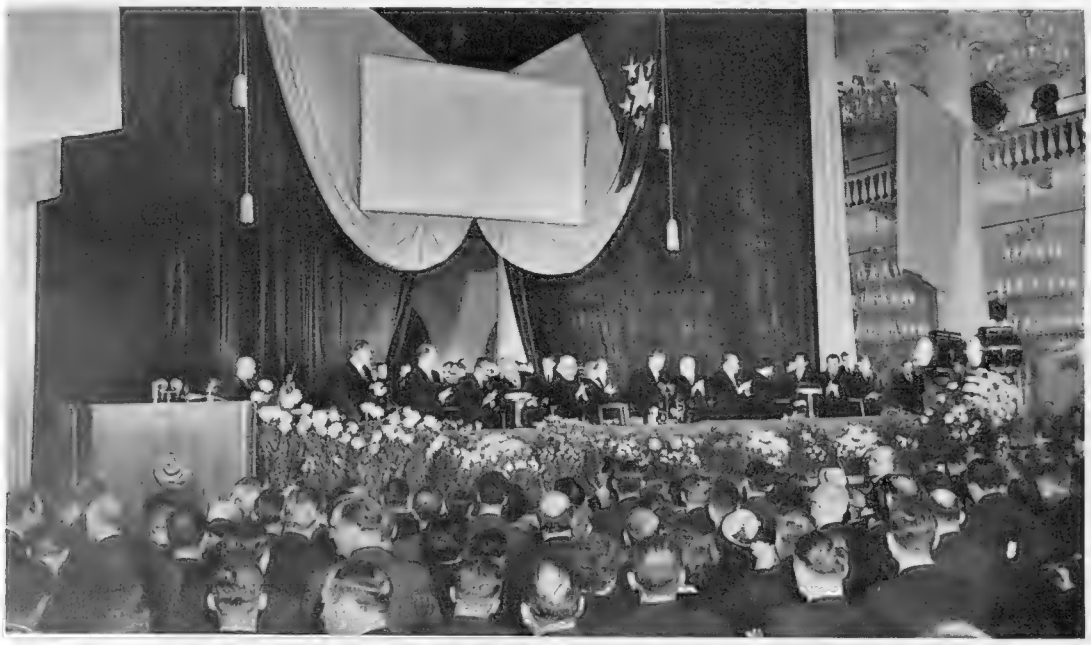
U NU IN THE SOVIET UNION

The Visit of the Burmese Prime Minister, which Began Unusually in the Southern Republics and Ended Normally with Cheers and Slogans in Moscow

The visit of the Burmese Prime Minister, U Nu, to the Soviet Union differed in one particular from those of other travellers to Moscow. As might be expected from Burma's indefatigable globe-trotter, he was not content to arrive with all the usual pomp in the nation's capital. Instead, he chose to enter Soviet Russia by what may be termed her back door—the huge Asiatic provinces in the deep south which border on China and the Indian sub-continent. This is an area as different from Moscow as West Africa from London, and nearly as far away. They are regions rarely visited by foreign potentates.

U Nu was thus fortified by the comparatively rare experience of having met a section of the Soviet people first when he arrived at Moscow Airport to be greeted by a full assembly of Russian leaders. In Moscow he underwent the full treatment of dinners, conferences, Bolshoi Theatre and agricultural exhibition. But U Nu broke free occasionally, visiting Baku and the Crimea, and then going north to Leningrad. Accompanied by his wife, the Burmese Prime Minister received a cordial reception from provincial centres not accustomed to visits from foreign notabilities. It was not until the Premier returned to Moscow to join in the monotonous round of speech-making and reaffirmations of good will all round that the illusion of originality was shattered. Nevertheless, U Nu is a colourful personality, and for a while he brought colour to the usually drab political scene in Moscow.

AT THE BACK DOOR OF RUSSIA : U Nu explores the exotic mysteries of Samarkand, barely 300 miles from the Indian border, at the start of his fortnight's tour of Russia.



MUTUAL ADMIRATION AT THE SOVIET-BURMESE FRIENDSHIP MEETING : The mighty on the platform and the meek in the auditorium stand to applaud Mr. M. A. Yasnov, Chairman of the Executive Committee of the Moscow City Soviet, who opened this meeting, held in the Hall of Columns of the House of Trades Unions in Moscow.

OFF THE BEATEN TRACK : At a school in Alma Ata, 2,000 miles from Moscow, U Nu receives the tie of a Youth Pioneer from a schoolgirl. The Premier seemed slightly bewildered.

A CHEERY WAVE FROM THE HOSTS AS THEIR GUESTS LEAVE MOSCOW AIRPORT FOR HELSINKI : Led by Prime Minister Bulganin, the Soviet Ministers, well wrapped up against the cold, wave as the Soviet aircraft carrying the Burmese Premier and his party takes off. Apart from the Communist Party Secretary, Mr. Khrushchev, there was a full turn-out of notabilities for the speeches preceding the departure. U Nu's next stop was Helsinki ; a picture of his arrival there is on page 334.

THE MILITARY MIGHT OF SOVIET RUSSIA IS STILL FULLY DISPLAYED AT THE ANNUAL NOVEMBER PARADE : Tracked gun-carrying vehicles sweep through Moscow's Red Square at the beginning of the great parade which celebrated the thirty-eighth anniversary of the October Revolution. This Guards artillery unit of the Moscow Garrison paraded past the Kremlin (on left), the Lenin and Stalin Mausoleum (centre background), and the History Museum (in the distance) while jet aircraft flew overhead.

Soviet Might on Parade

The Annual Display in Moscow's Red Square which is held to Celebrate the October Revolution Once Again Enables the Soviet Armed Forces to Show their Strength

Despite current Soviet protestations on the subject of disarmament and the reduction in the size of the armed forces, the celebration of the October Revolution in Moscow remains an occasion for the military. The great parade in the Red Square is organised by the Army, and the Defence Minister, Marshal Zhukov, made the oration for the occasion, inspected the troops, and took the salute. Although the numbers of military personnel taking part in this year's parade was said to have been somewhat smaller, the Soviet Army and Air Force appeared to make up in quality what they lacked in quantity. The display of rockets in their launchers, and of jet aircraft flashing across the cloudless sky, no doubt served to reassure the Muscovite that, despite rumours, the Soviet forces were quite as potent as ever before.

THE MARCH OF THE WORKERS : This is the largest and, at the same time, the most tedious part of the parade. Thousands of workers, carrying banners and portraits, amble past the Mausoleum (on right) towards St. Basil's Cathedral, in the background.

AN IMPRESSIVE DISPLAY OF ROCKETS : These vehicles carrying rocket artillery in launching racks were part of the procession. In order to support the current slogans for a reduction in the armed forces the display of military might was rather smaller than usual.

VETERANS SHOW THEIR PACES

In the London to Brighton Veteran Car Club's Annual Run Nearly All Complete the Course

ON WESTMINSTER BRIDGE: Going ahead soon after the start of the Veteran Car Club's London to Brighton Run last Sunday are (on the left) the 1903 Darracq, being driven by Mr. Bernard Thorpe, and (on the right) Mr. R. G. Forster's 1903 De Dion Bouton.

On left—
A BREAKDOWN: A 1901 De Dion Bouton stops for repairs on Westminster Bridge. However, a feature of this year's Veteran Car Club Run was the high number of entries (187, out of the total of 194) which finished at Brighton by four o'clock in the afternoon and qualified for commemorative plaques. The first and one of the seven oldest entries, Mr. E. Colver's 1896 Arnold dogcart, left Hyde Park at 7.30 a.m. The first car to reach Brighton completed the fifty-six-mile journey in under 2 hours.

AT THE START AND AT THE FINISH: Setting off from Hyde Park are (left) Mr. Frank Bately's 1900 Daimler and (right) the 1899 International Benz, owned by Mr. W. J. Steadman. *On left*—Mr. J. M. A. Paterson drives his 1903 Winton into the finish on the front at Brighton.

SAFELY HOME AFTER THE FIFTY-SIX-MILE DRIVE: Against the background of the sea a Veteran Car successfully completes the London to Brighton Run. On both sides of the road are parked some of the entries which had already reached home. The first Veteran to clock into Brighton was Sir Clive Edwards' 1900 New Orleans. Close behind was the 1898 Stephens driven by Mr. R. J. Stephens. It was estimated over 2,500,000 spectators saw the run from Hyde Park at different points.

THE BRILLIANT SCENE IN LONDON'S GUILDHALL WHEN ABOUT 800 GUESTS ATTENDED THE TRADITIONAL LORD MAYOR'S BANQUET : The new Lord Mayor of London, Alderman C. L. Ackroyd, is seen making his speech to the distinguished company in the evening after the Lord Mayor's Show. On his left hand, at the top table, are the Prime Minister ; the Lady Mayoress ; the Norwegian Ambassador ; Lady Eden; the Lord Chancellor, and Mme. Prebensen. On the right of the Lord Mayor are : Sir Seymour Howard, the retiring Lord Mayor ; the Archbishop of Canterbury ; Lady Howard ; Mrs. Geoffrey Fisher ; the Saudi Arabian Ambassador ; the Earl and Countess of Halifax ; the High Commissioner for Australia and Lady White, and, towards the end of the table, the Chancellor of the Exchequer, Mr. R. A. Butler.

THE PRIME MINISTER AT THE BANQUET : *Left*—Sir Anthony and Lady Eden are greeted by the Lord Mayor and Lady Mayoress. *Right*—Assisted by the Lady Mayoress, Sir Anthony drinks from the Loving Cup. In the left foreground is Viscount Woolton.

THE BRILLIANT BANQUET

About 800 Guests Attend the Lord Mayor's Banquet in Guildhall

After the pomp and pageantry of the Lord Mayor's Show, which in turn had followed the "Silent Change," came the traditional Banquet in Guildhall. It was a brilliant and sparkling occasion, and was attended by about 800 guests. As usual, the guest of honour was the Prime Minister, and Sir Anthony Eden was invited for the first time in this capacity. He was accompanied by his wife, and the other principal guests included leaders of Church and State, the High Commissioners of Commonwealth countries and several Ambassadors. They were greeted by Alderman C. L. Ackroyd and his wife in the library of Guildhall. Speaking at the Banquet the new Lord Mayor reminded those present that it was '150 years ago to-night, in this very place, and at this moment," that "William Pitt spoke of 'England saving herself by her exertions and Europe by her example.'" Then came the speech of the Prime Minister, a speech which by tradition has become a review of foreign affairs. In connection with the tension existing between Israel and Egypt Sir Anthony Eden said that the British Government were available to render any service that would help to produce a compromise solution between Israel and her Arab neighbours. (Pictures of the "Silent Change" appear on page 342.)

BACK TO WASHINGTON

President Eisenhower Makes a Triumphant Return to the American Capital Seven Weeks After His Heart Attack

The unstinted esteem and affection with which the American citizen regards President Eisenhower were demonstrated in remarkable fashion last week. Despite the general exodus from Washington of many of the city's citizens bent on a three-day week-end, President Eisenhower's "informal" return to his capital was greeted by nearly 200,000 people. For seven weeks the American nation, with the rest of the world, kept anxious watch on the President's progress since he was struck down by a heart attack and taken to hospital in Denver. During those seven weeks the President built up for himself a nation-wide personal affection which transcended even the startling popularity he enjoyed at the time of his election. That this affection knows no political bias was shown by the President's welcome. At a time when party machines and Presidential candidates are jockeying for position for next year's Presidential elections, it is rare enough for politically-minded people to show enthusiasm even for men of their own political persuasion. For Washington to welcome the President in the manner it did, at this moment, is surely without precedent.

A STATE OCCASION IN HOSPITAL: President and Mrs. Eisenhower admire a replica of the Presidential flag which was presented to them by President Castillo Armas, of Guatemala (extreme right), and Mrs. Castillo Armas (left). This State occasion took place at the Fitzsimons Army Hospital, Denver, two days before the President returned to Washington.

On left—

ON HIS WAY HOME: The President is full of smiles as he steps from the car which took him from the Denver hospital to Lowry Air Force Base, where he boarded his personal plane.

On right—

"IT HAS BEEN A LITTLE LONGER STAY THAN WE PLANNED": President Eisenhower jokes about the enforced lengthening of his vacation on his return to Washington. With him on the platform are Mrs. Eisenhower, ex-President Herbert Hoover (partly hidden), and Mr. Richard Nixon, the Vice-President.

"WELCOME HOME IKE!": The triumphant procession of nine cars which drove from the National Airport to the White House was greeted by large crowds, estimated at 200,000, lining the route. The President's car led the procession, and was followed by Vice-President Nixon, seen standing in his open car.

A WAVE AGAINST DOCTOR'S ORDERS: Despite medical advice not to do so, President Eisenhower could not resist raising his arm to acknowledge the cheers at the airport.

Above—

JAPANESE "ROCKET" FOR THE AMERICANS: Villagers of Sunakawa, near the United States Air Force base of Tachikawa, scatter themselves over all available level ground to prevent an American aircraft carrying surveyors from landing. Flags, banners, and smoke-screens were used in this latest attempt by the inhabitants of this village near Tokyo to prevent work beginning on the enlargements to the air base. Surveying was eventually carried out with police protection. The protests against the extensions, made necessary by the requirements of the latest jet aircraft, are inspired by anti-American politicians.

JAPAN WANTS IT BOTH WAYS

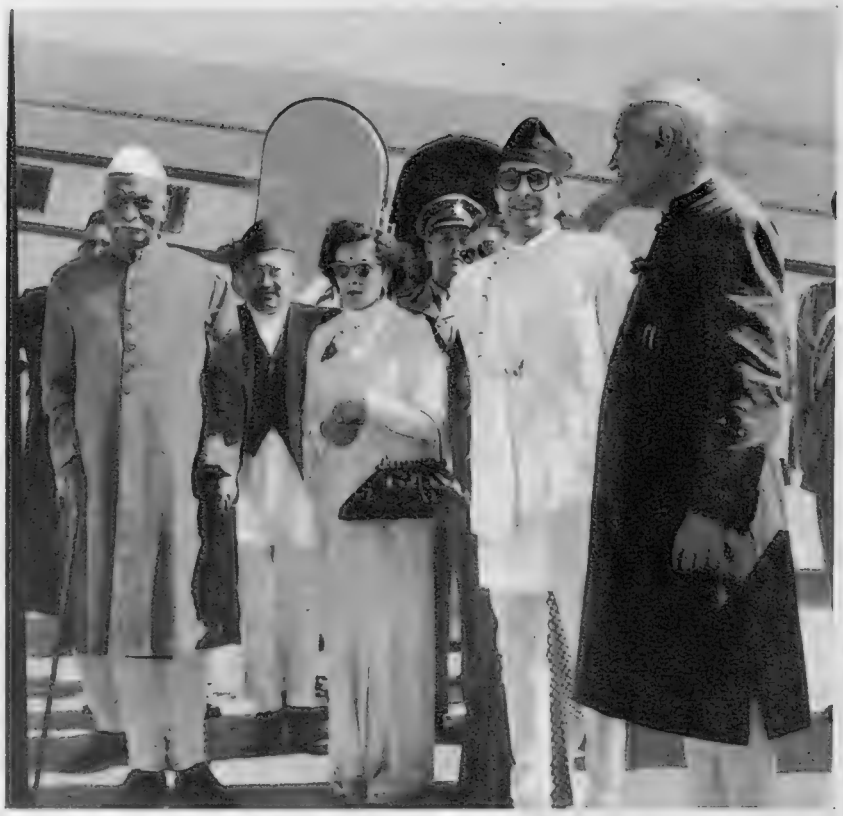
Protests Against the Extension of an American Air Base; Welcome for the First American Guided Missile to be Launched in Japan

Below—

AMERICAN ROCKET FOR THE JAPANESE: Japanese photographers, in the foreground, set to work as an "Honest John" guided missile is launched from Japanese soil for the first time. The rocket was fired from a United States Air Force base near Mount Fuji. Now that the Japanese Army and Air Force are being built up in strength, it is expected that they will be equipped with the latest weapons in the hands of the United States forces. Although there is no difficulty in recruiting men in Japan for the new forces, there is a considerable body of opinion, not only Communist, which wants to see the end of the occupation of Japanese land by American and allied troops.

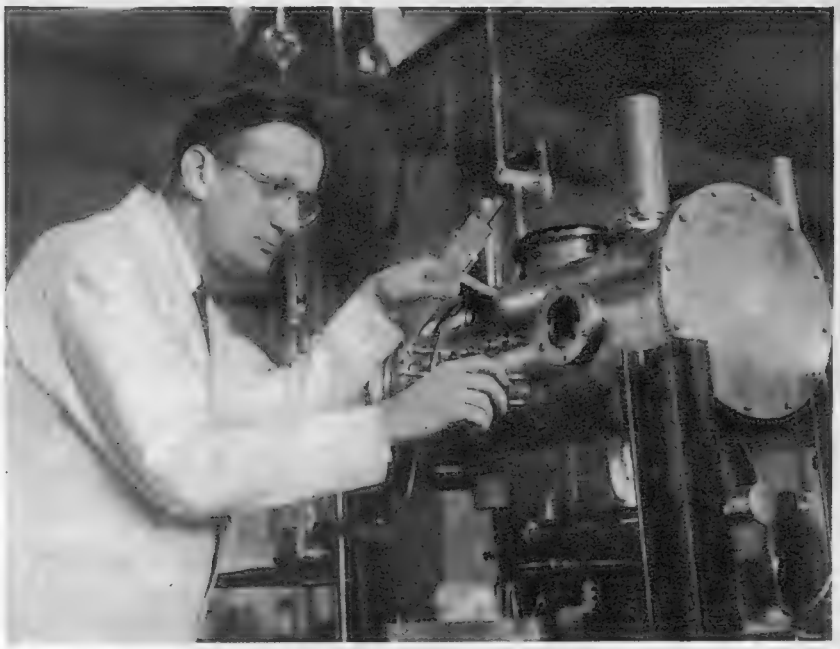
A FOREIGN SURVEY

A Pictorial Account of Personalities and News Events in India, Africa, America and Europe



THE RULER OF INDIA'S NORTHERN NEIGHBOUR ARRIVES FOR A VISIT : Garlanded and smiling stands King Mahendra Bikram Shah Deva of Nepal, after his arrival in a Dakota aircraft at Delhi Airport. With the King are the Queen of Nepal and, extreme left, Dr. Rajendra Prasad, the Indian President, and, extreme right, Mr. Nehru, the Premier. The King of Nepal, who succeeded to the throne on the death of his father last March, arrived in Delhi on a month's official visit to India.

REVOLT IN THE SOUTH SUDAN—THE INQUIRY INTO THE MUTINY AND DISTURBANCES CONTINUES : The Commission of Inquiry hears evidence from a witness, in the box, extreme right. He is answering the President of the Commission, centre, Sayed Tewfik Sulieman Cotran, on both sides of whom sit the civilian and, at the ends, the military members of the Commission. The inquiry into the mutiny of Southern Sudanese troops against their Northern officers last August has revealed the extent of the revolt in the South Sudan, as a result of which tribesmen left their homes and became refugees. The revolt is attributed to the disappointment of the Southern Sudanese at being denied the greater share in the Government they anticipated.



TO SHARE THE NOBEL PRIZE FOR PHYSICS : Dr. Polycarp Kusch, one of the two American scientists who share this year's Nobel Prize for Physics, is seen at work in his laboratory at Columbia University. He received his award for the precision measurement of the magnetic moment of the electron. Dr. Kusch, though born in Germany, has lived in the United States for all but one of his forty-four years.

On left—

A NOBEL PRIZE FOR HIS CONTRIBUTION TO KNOWLEDGE OF THE ATOM : Dr. Willis E. Lamb, who shares with Dr. Kusch the £13,000 1955 Nobel Prize for Physics, in his laboratory at Stanford University, California. Both scientists were honoured for their work in applying new methods to obtain precise information on the properties of atoms.

BURMA'S INTREPID VOYAGER GOES NORTH : U Nu, the Burmese Prime Minister, is wrapped up warmly in a fur coat over his traditional dress on his arrival in Helsinki. With him are, from left, his wife, Daw Mya Yi ; Mrs. Urho Kekkonen, wife of the Finnish Prime Minister ; and Mr. Kekkonen. U Nu, who toured Israel, Yugoslavia, Britain and the United States last summer, arrived in Finland at the beginning of the month, after an extended visit to the Soviet Union. Poland, Sweden and Denmark were also in his late autumn itinerary.

GOLF IN THE CALIFORNIAN DESERT—THE UNITED STATES RETAIN THE RYDER CUP : In a setting of palm trees and arid desert mountains the British Ryder Cup team's captain, D. J. Rees, drives off the fifth tee during his foursome. The match, played at the sumptuous club at Palm Springs, where rich grass grows in the middle of the desert, was won by the United States. After winning three of the four foursomes on the first day the Americans went on to take five of the eight singles matches. Nevertheless, no British team had ever won as many as four games before in a Ryder Cup match in the United States. J. Jacobs was the hero of the British team. With J. Fallon he won his foursomes match by 1 hole after being 2 down after eighteen holes, and then beat the redoubtable Cary Middlecoff, also by 1 hole.

ARCHBISHOP MAKARIOS WITH THE NEW GREEK PRIME MINISTER : The leader of the Cypriot Enosis movement is greeted on his arrival at the Prime Minister's office in Athens by Mr. Constantine Karamanlis, who kisses the prelate's hand. Archbishop Makarios had flown from Cyprus to meet the new Prime Minister, who succeeded the late Field Marshal Papagos last month. One of the first actions of Mr. Karamanlis on taking office had been to declare in Parliament that the new Government, like its predecessor, would give full support to the Enosis movement.

JUAN PERON MOVES NORTH : The exiled ex-President of Argentina gestures with both hands as he talks politics with reporters at the Tocumen National Airport in Panama. Peron was on his way from Paraguay to Managua, Nicaragua, where he went to visit President Somoza. The former President, who was in good spirits, said that he was writing a book on philosophy and the history and overthrow of his regime. He added that he would decide on a permanent place of exile as circumstances demanded. Paraguay was considered an unlikely choice.

THE PENITENT PASHA—EL GLAOUI PROSTRATES HIMSELF IN PARIS TO ASK THE PARDON OF THE SULTAN HE HELPED TO DEPOSE : Crawling into the presence of Sultan Sidi Muhammed ben Yussef on his hands and knees comes El Glaoui, Pasha of Marrakesh, ruler over 20,000,000 tribesmen, and possessor of a fortune reputed to be more than £50,000,000.

The last act in the drama leading up to the restoration of Sidi Muhammed ben Yussef as Sultan of Morocco was played out in Paris last week. Outside the audience chamber sat the eighty-four-year-old Pasha of Marrakesh, waiting to be admitted into the presence of the Sultan. Other visitors, of lesser importance, were admitted, while, for an hour, the Pasha underwent the traditional trial of impatience. Finally the doors were thrown open to him. On to his hands and knees went the old potentate and to the feet of the man he deposed two years ago he crawled in abject submission. El Glaoui kissed the Sultan's slipper, knelt before the ruler whose forgiveness he sought, and declared : "I am a slave at the feet of his Majesty. I ask his pardon for all the harm that I have done. I was deceived : may the curse of Heaven fall on those who deceived me. I hope to live long enough to redeem my faults, and I beg his Majesty to consider me as one of his humble servants."

CANADIAN ASSISTANCE FOR INDIA UNDER THE COLOMBO PLAN : Mr. Lester Pearson, the Canadian Minister for External Affairs, is greeted in traditional style at Massanjore, Bihar, shortly before he opened the Canada Dam there. Next to Mr. Pearson is his wife, who accompanied the Minister during a brief visit to India. *On right*—The pent-up waters of the Mayurakshi Lake roar through the sluices into the irrigation channel shortly after the dam had been declared open by Mr. Pearson. The Canada Dam will form the main reservoir in a £12,000,000 hydro-electric scheme situated about 160 miles from Calcutta. It was built with Canadian assistance under the Colombo Plan. During his three-day visit to Delhi, Mr. Pearson stated that agreement had been reached between Canada and India about three new projects to be carried out as part of Canada's contribution to the Colombo Plan.

OLYMPIC CORTINA

The North Italian Resort Prepares for the Winter Olympic Games to be Held there Next January and February

To-day all is abustle in the little town of Cortina D'Ampezzo, which lies in the Eastern Dolomites, in Northern Italy. For this popular holiday resort is to be the scene, from January 26 until February 5, of the VIIth Olympic Winter Games. Thus, for two Olympiads running, Italy will be the host country, for in 1960 Rome will be the site of the Games proper.

The magnificent scenery, especially of the mountains which surround Cortina, makes the town an excellent holiday centre all the year round. But the good snow and the fine facilities for winter sports have brought renown to Cortina among winter sportsmen the world over. The ski runs and jumps, the bob runs and skating lakes, are being fully utilised for the Olympic Games. Even so, it has been found necessary to build, in addition, a new arena, known as the Ice Stadium. This stadium, in the middle of Cortina itself, will accommodate 14,000 people.

One of the requirements of a town before it can become an Olympic Games centre is that there should be adequate accommodation for the large number of visitors that is to be expected. In this Cortina is fortunate, for it has many big and comfortable hotels, as well as plenty of smaller hotels and pensions, both in the town itself and in the straggling hamlets that belong to the resort. Yet more than 20,000 visitors are expected, and already it is difficult to find accommodation twenty miles from Cortina.

SPRINGBOARD FOR THE WINTER GAMES: In a wooded valley at Zuel stands the new "Italia" springboard, which has been specially built for the Winter Olympic Games to be held at Cortina at the end of January. Stands for the spectators have been put up below the springboard, which is of reinforced concrete. It is here that the Olympic mixed and special jumping competitions will begin.

On left—

FOR THE JUMPING CONTESTS: Another view of the reinforced concrete springboard "Italia." Within the vertical wall, which is 12 ft. thick, there is a lift to carry competitors to the platform.

THE SHAPE OF THINGS TO COME—THE SKATING RINK: On the shores of Lake Misrina there is no snow, no ice. But the stands in metal tubing are already being erected in readiness for the skating events, which are to be held on the frozen water in the winter.

BUILT SPECIALLY FOR THE OLYMPIC GAMES: A section of the ice stadium which has been built for the Winter Games. It can hold 14,000 people, and it is there that the VIIth Olympic Winter Games will be declared open on January 26.

THE SNOW STADIUM, IN THE SHADOW OF THE DOLOMITES: Stands in metal tubing are being erected in the enclosures which mark the starting and finishing points of the various ski-ing contests. Above this Snow Stadium tower the rugged heights of the Dolomites.

CORTINA D'AMPEZZO, THE OLYMPIC WINTER SPORTS RESORT : A view of the town as it nestles below the slopes which, in winter, provide excellent ski-ing facilities. In the centre, just to the left, is the new ice stadium. Accommodation at Cortina during the Olympic Games has been fully booked up, for more than 20,000 visitors are expected. Many of the resort's hotels have been allocated to the teams.

CORTINA'S " CRESTA " : One of the most difficult sections of the winding bob sleigh courses is this one, known as the Antelao Curve. It is, at the same time, one of the most picturesque. Cortina provides facilities for all the events in the Winter Olympiad, including ski and bob runs and the skating competitions.

THE TOWN GROWS TO MEET THE DEMANDS OF THE WINTER GAMES : Additional hotels are springing up in many parts of Cortina to help cope with the influx of tourists and sportsmen expected next year.

News from the Mediterranean

WARSHIPS IN MALTA

With a Liner and a Cable and Wireless Ship Visiting the Island

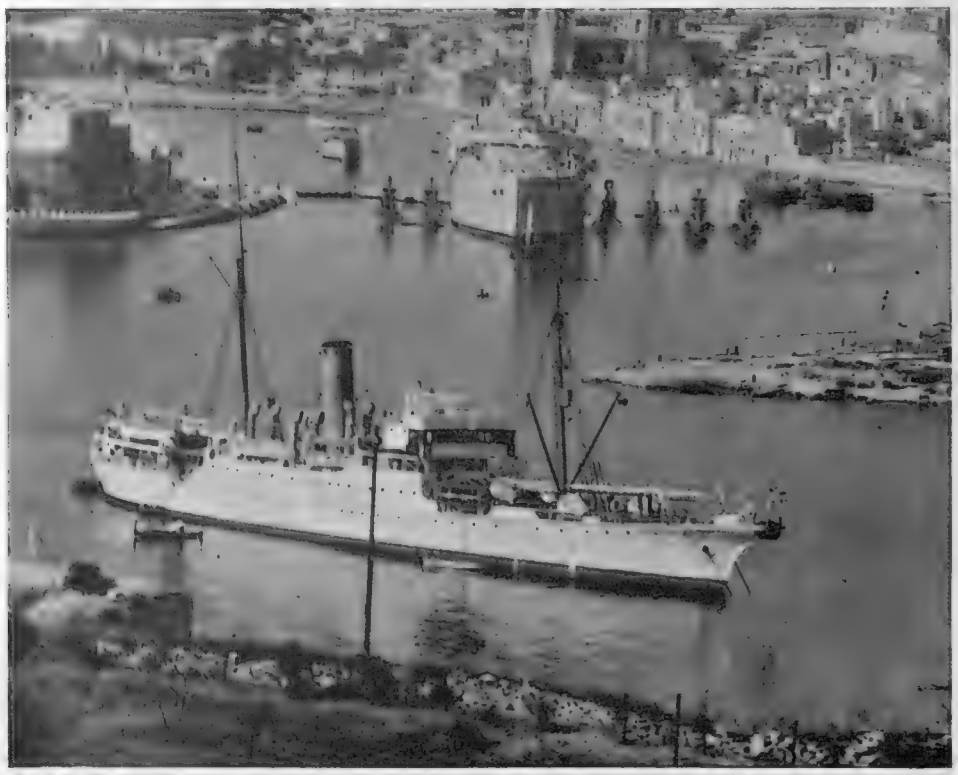
Malta is undoubtedly one of the busiest centres of shipping in the Mediterranean, and possibly in the world. Looking down into Grand Harbour from Valetta or Sliema, one sees a constantly changing variety of vessels. Since the island is a vital Royal Naval base, the majority of the ships are warships. Among recent visitors of outstanding note has been the *Ark Royal*. Britain's 36,800-ton new aircraft-carrier, which is fitted with angled flight decks, steam catapults and many other wonders of modern ingenuity, came into Grand Harbour during her working-up trials. Besides being a British naval base, Malta is an important strategic point for N.A.T.O. sea forces. So at the beginning of this month a French squadron of frigates and submarines sailed in to take part in a combined exercise with the British Mediterranean Fleet. The three frigates were of the new French class (rated as Escorteurs Rapides) and completed last year. Each of them displaces 1,290 tons.

Not all shipping coming into Malta is naval. Liners call on cruises and there is often activity from such unspectacular but essential vessels as cable and wireless ships, maintaining Malta's communications with the mainland of Europe. And behind the harbour and the magnificent buildings of the Knights of St. John, the Maltese people are eagerly discussing the possibilities of closer integration with Britain.

TWO KINDS OF CRUISER: H.M.S. *Birmingham*, the 9,100-ton cruiser of the "Southampton" class, passes the luxury liner *Caronia* as the latter ship was heading into Grand Harbour, Malta, during a recent cruise. *Birmingham*, launched in 1936, was modernised and reconstructed three years ago.

ALLIES TOGETHER: From the right are the fast French frigates *Le Boulonnais*, *Le Corse* and *Le Bordelais*. To the left are the British frigates *Wakeful*, *Whirlwind* (behind) and *Roebuck*. The French ships had arrived for a combined fleet exercise.

"ARK ROYAL" ON WORKING-UP TRIALS: In Grand Harbour lies Britain's latest aircraft-carrier *Ark Royal*, on working-up trials. In the foreground is a P.T. class of a school run by French nuns.



MAINTAINING COMMUNICATIONS WITH MALTA: In the foreground is the cable and wireless ship *Mirror* which is working on lines linking the island with France and Spain. Behind is the submarine depot ship H.M.S. *Forth*, with, on the left, H.M. Submarines *Sanguine* and *Seneschal*; and on right the submarines *Thermopylæ*, *Trenchant* and *Tudor*.

PAST AND PRESENT GUARDIANS OF MALTA: Through the bastions of a crumbling fort of the Knights are seen the heavy repair ship H.M.S. *Ranpura* with, alongside, on the left, the destroyers *St. Kitts* and *Contest*. There is always much variety of shipping in Malta.

"CLOSE-UP" OF TITO

Yugoslavia's President Entertains Mr. Dulles on an Adriatic Bathing Beach Near His Brioni Villa

Looking thinner, but fit and bronzed, President Tito returned to the limelight early this month when, with his wife, he entertained the American Secretary of State at his villa on the island of Brioni. For some weeks the Yugoslav leader had been undergoing treatment for rheumatism, but his talks with Mr. Dulles on the little bathing beach of the islet of Vanga, and his demeanour at the party for the Press afterwards, show that he has made a good recovery. The happy arrangement whereby the Foreign Ministers take a day or two off from the Geneva Conference has enabled Mr. Dulles to call, first on the ruler of Spain, General Franco, and next, after a night at the Vienna Opera, on Marshal Tito.

Whereas Mr. Dulles's visit to Madrid blazed a trail, for no Western leader has enjoyed such close communion with the Caudillo since the war, the Secretary of State's trip to Brioni was almost belated. President Tito has now been courted successively by the British, Soviet, and American Governments. That Mr. Dulles's get-together with the President amounted to no more than a personal exchange of views seems evident from the statements made after the conference. Both Mr. Dulles and President Tito expressed satisfaction at the talks, but refused to commit themselves to an official communique. No doubt they were able to exchange views at first hand on the German question, and the subject of the Middle East crisis was also broached.

MEETING IN THE SUN: President Tito, right, with the American Secretary of State, Mr. John Foster Dulles, at the President's villa on the Adriatic island of Brioni. In the centre is Mr. Srdjan Prica, the Yugoslav Under-Secretary of State. Mr. Dulles talked with the Yugoslav President for three hours at a bathing beach near Brioni, where he had arrived from Vienna.

WITH THE LADIES: Mr. Dulles is seen on Brioni with his wife, at left, and Mrs. Broz, President Tito's wife. In the background are, left, Mrs. Riddleberger, wife of the American Ambassador, and Mrs. Popovic, wife of the Yugoslav Foreign Minister.

AN IMPORTANT HANDSHAKE: President Tito welcomes Mr. Dulles to his Brioni villa. Considerable importance was attached to the fact that Mr. Dulles had been able to establish friendly relations with the Yugoslav leader in so personal a manner.

HOW DID THAT GO DOWN? President and Secretary of State gaze ruminatively across the room after taking their first sip of slivovic at a reception at the President's villa. Toasts were drunk in Yugoslavia's traditional national drink.

THE LEADERS MEET THE PRESS: In the evening, after their talks on the islet of Vanga, President Tito and Mr. Dulles spoke to the Press. No joint communique was issued, but Mr. Dulles declared that he was very satisfied with the talks.

A LUNAR LANDSCAPE: The extinct volcanoes above the barren land of the island of Lanzarote resemble a landscape of the Moon. This island in the Canaries has no trees or bushes, no rivers and no lakes. Yet by making full use of two vital natural resources—volcanic ash and regular falls of dew—its 35,000 inhabitants are thriving.

CAMELS ARE A COMMON MEANS OF TRANSPORT ON LANZAROTE: The animals are popular with tourists, who come in numbers to the island. They are also important for the carriage of volcanic ash which the islanders use as fertiliser for the soil.

ON "MOON ISLAND"

Lanzarote, in the Canary Islands, has the Barren Appearance of the Moon, but its Inhabitants are a Flourishing Community

THE ISLAND'S INDUSTRIES: *Above*—The windmill pumps water from the sea into salt pans in the foreground. The sun evaporates the water and the salt left at the bottom of each pan is used for curing fish. *Right*—Vines are grown behind these stone shelters which protect them from the wind. In the background is Arecife.

THE Atlantic Ocean is dotted with a number of interesting small islands—including the much-visited Madeira and the seldom-seen Ascension, which is little more than a cable station. One of the strangest and most fascinating of them all is now becoming known as "Moon Island," on account of its weird lunar landscapes, its many extinct volcanoes and its fantastic larva formations, unlike anything to be seen elsewhere.

Its real name is Lanzarote. It lies some 80 miles off the West Coast of Africa, opposite the most southern part of Morocco. Although it is one of the seven Canary Islands, it is unlike all the other six. There are no trees, no bushes (except cactus and prickly pear), and no fragrant wild flowers grow upon its arid, grassless plains. There are no rivers, no lakes, no ponds. Rain seldom falls and a strong north-east wind blows across the island for the greater part of the year.

It is, in fact, an enormous slag-heap, measuring 36 miles in length and 16 miles across at its greatest width. A country, one would say, of desolation, starvation and misery. A chunk of the moon embedded in the sea! Yet Lanzarote has a thriving population of 35,000 people who provide almost everything they need themselves. The only necessities they import are metals, coal and wood. How do they accomplish the apparent impossibility of living happily on a waterless slag-heap?

To begin with, the people are tough, and they are accustomed to a hard life with few comforts and still fewer luxuries. They neither expect nor require anything more from life than they put into it; and their spartan character and simple philosophy enable them to enjoy living for living's sake, without craving for the latest inventions and conveniences of civilisation.

A people without such solidity of character would have abandoned the place long ago and would have sought a greener isle. However, Nature has provided them in a simple but highly effective way with the means to live on Lanzarote. First, there are vast quantities of ash which has been erupted from the volcanoes during long periods of time—thousands of years. This ash is not powdery, but is like coarse, black sand, and it is a splendid fertiliser. Secondly, heavy dew falls regularly each night over the whole island.

These two natural commodities combined form the basis of all agricultural activity on "Moon Island" and enable farmers to cultivate ground which would otherwise be barren. The ash is brought from the foothills of the old volcanoes in the south-west, and is spread over the ground to a depth of 5 or 6 ins., the area first having been cleared of stones.

In the old days camels were used exclusively for carrying and spreading the ash, but to-day lorries, imported from Britain and the U.S.A., bring it to the farmsteads, where the useful camel is still employed to scatter the ash over the ground. It is carried in large, boxlike panniers by the camel and is released by pulling a lever which opens the bottom of the box.

Having spread the ash and levelled it, the farmer plants his seed at the base of the layer. Each night the heavy dew soaks through the ash, liberating the nutritive elements which it contains—nitrates, phosphates, everything needed for the growth of the cereal or vegetable or fruit.

WEALTH FROM GRAPES: From the vines, secure from the wind in their alcove-like shelters, thousands of gallons of good wine are made each year. Lanzarote also grows tobacco, wheat, large pumpkins, and a variety of other fruits and vegetables.

DWELLERS ON "MOON ISLAND": *On left* is a group of inhabitants outside their home. *On right*—A fisherman's family gather outside their primitive home, with its cooking oven in the background. In both these pictures some of the women and girls are wearing the large straw hats which are common headgear on Lanzarote.

During the day there is continual sunshine which warms the ash and creates a perfect humidity. No ploughing or digging is necessary and no manure is needed! That is the answer to the agricultural problem of this desert isle. But it is only within the last 100 years that this method has been adopted.

Before the terrible volcanic eruptions which lasted from 1730–1736 the inhabitants maintained a bare existence by scratching the surface of the land with sharp stones, planting the seed and hoping that some of it would come up. It is not known who first thought of making use of the volcanic ash.

However, there is no question that to-day full use is made of the combination of ash and dew. It grows good wheat, potatoes, onions, cabbage, pumpkins (many weighing 40 lb. each), melons, figs, tobacco, grapes (from which thousands of gallons of good wine are made every year), and fields of alfalfa grass for cattle food. There are not many cows and only two or three horses on the island, but there are great herds of goats and a fair number of sheep. The goats provide most of the milk for drinking and cheesemaking. Within recent years great headway has been made in fish-curing, mostly around Arecife, the capital with 10,000 inhabitants. Most of the dried fish is exported to West Africa.

All visitors to "Moon Island" always make the journey to the Mountains of Fire, from which the wonderful ash is dug out. At the foot of the largest volcano, called Timanfaya, one may cook eggs in the sulphur-coloured earth near the hot-air vents. Only 2 ft. inside these vents the temperature registers over 700 deg. Fah. The whole mountain, 2,000 ft. high, is hot right up to the top.

Anyone who would like to imagine himself on the moon should take a trip to "Moon Island." There is no need for a rocket-ship. It is only four days from London by boat, and a mere fifteen hours by air. The climate in winter is like the best English June weather, and in the summer the north-east trade wind keeps the temperature down to a comfortable 75 deg. to 78 deg. Fah.

Life on "Moon Island" may be tough for its inhabitants, but it is made easy for visitors. They can stay in comfortable hotels. Arecife is full of taxis, and buses travel on good roads all over the island. But the best fun of all is to mount a camel and let it amble up the ashy slopes of Timanfaya. From the top there seems little doubt that one is on the Moon.

THE "SILENT CHANGE"

London's New Lord Mayor is Installed in the Traditional Ceremony at Guildhall

With all the customary pomp and circumstance the new Lord Mayor of London, Alderman C. L. Ackroyd, assumed his high office. The first ceremony was at Guildhall. This was the so-called "Silent Change," for few words are spoken as the Mace, the Sword and the other symbols of office are presented to the incoming Lord Mayor at his installation in the presence of the Court of Common Council. The Lord Mayor's Show followed on the next day. Interspersed by several bands—military, naval, Royal Air Force and Police—the procession of floats made its way through the streets of the City to the Law Courts, beyond Temple Bar.

Alderman Ackroyd is a wool merchant, so the theme this year was "Wool in the History of London." On the first of the eleven floats was a giant effigy of a ram and the final tableaux depicted the woolsack. At the end of the procession came the Lord Mayor in his magnificent State coach, drawn by six dappled-grey shire horses. At the Law Courts the Lord Mayor made his statutory declaration of office before the Lord Chief Justice. Then he returned in procession to the Mansion House, where the Lord Mayor's Banquet was held that evening.

THE NEW LORD MAYOR TAKES OFFICE : The Lord Mayor-elect, Alderman Cuthbert Lowell Ackroyd, standing in the centre, waits to receive the Mace borne by the Common Cryer and Serjeant-at-Arms of the City of London, Commander J. Poland, at his admission ceremony in Guildhall. Standing on the right is the retiring Lord Mayor, Sir Seymour Howard. This ceremony is known as the "Silent Change," because it is conducted almost entirely in silence.

On left—

THE SWORD IS HANDED OVER : At the far end of the table, the new Lord Mayor, Mr. C. L. Ackroyd (on the left), receives the Sword of State, from the outgoing Lord Mayor, Sir Seymour Howard. Seated around them are members of the Court of Common Council, officials of the City of London and guests. The transfer of the Lord Mayor's symbols of office are an important part of the ancient ceremony of admission.

AFTER THE INSTALLATION : Alderman Ackroyd (on the left) and Sir Seymour Howard leave Guildhall after the former's admission ceremony. The new Lord Mayor of London is sixty-three years of age and is a Yorkshireman.

TWELVE STRENUOUS MONTHS AHEAD : The new Lord Mayor has been installed and comes from Guildhall with his predecessor. Mr. C. L. Ackroyd is Alderman of Cordwainer and is a wool merchant. "Wool in the History of London" was the theme of his Lord Mayor's Show.

AN AMERICAN ARMY HELICOPTER ON ITS TRIALS : A Piasecki H-21C helicopter of the U.S. Army lands at Fort Monmouth, New Jersey, on a platform. It is undergoing radio antennæ measurement tests. For this purpose the aircraft has landed on a platform 30 ft. high. The helicopter is a development from the H-21A, which is now being used for fire-fighting in Canada. Both types are known as "Work Horses." The H-21C is designed for troop and cargo transport, including assault airlift, rescue and evacuation missions or for civilian flights.

On left—

THE FIRE-ENGINE OF THE FUTURE ? A Piasecki H-21A "Work Horse" of the Royal Canadian Air Force heads towards a forest fire in Ontario. Slung beneath the fuselage is a 150-gallon water bag, with a pump and hose. If no landing area is available by the scene of the fire, the helicopter hovers and releases its external load. Then the "Work Horse" drops a hoist to the ground through which the fire-fighting personnel go down to operate the equipment already landed. Fire-fighters and equipment can be drawn back to the helicopter when the mission is completed. The Piasecki H-21A "fire-engine" can be, in a few hours, at a fire-affected area which might take ground appliances days to reach.

News from the Air

"WORK HORSES" AND AN OIL PROSPECTOR

A Helicopter is Employed as a Fire-Engine, and a Transport Plane Aids an Oil Survey

THE AIRCRAFT PLAYING A VITAL PART IN THE SEARCH FOR OIL IN ARABIA : *Above* and *on left* are pictures of the Blackburn "Universal" which is carrying out an airlift from Umm Said, in the Qatar Peninsula, to Jebel Fahud, in Oman, where British engineers are engaged on important oil surveys.

The matter of oil concessions in the Arabian desert has been important political news for some time. Blackburn and General Aircraft Company, operating jointly with Hunting-Clan Air Transport, are making a vital contribution to the British cause. A Blackburn "Universal"—the civilian type of the Air Force "Beverley" transport—is engaged on an airlift which is speeding up in an astonishing manner the British search for oil. The "Universal" carries heavy equipment for oil drilling. It covers the 365 air miles from Umm Said to Fahud in a flight of about two hours. By land and sea this journey would take two weeks.

ETHIOPIAN PAGEANTRY IN ADDIS ABABA FOR THE SILVER JUBILEE OF THE CORONATION OF EMPEROR HAILÉ SELASSIE : The Emperor and the Empress walk in procession from a tented annexe adjoining St. George's Cathedral after attending a service of thanksgiving on the twenty-fifth anniversary of the Emperor's Coronation. This was one of the main events of the three days of celebrations, another being the Emperor's speech in Parliament, when he promulgated the new Ethiopian Constitution.

THE STATE DRIVE THROUGH ADDIS ABABA : *Above* and *below*—The gilded State coach, pulled by six greys, is escorted by the Imperial bodyguard, wearing red and grey uniforms and lion mane headgear, and carrying raised swords. The gaily-bedecked streets of the capital are crowded.

SILVER JUBILEE IN ADDIS ABABA

Colourful Ceremonial as Emperor Hailé Selassie of Ethiopia Celebrates the Twenty-fifth Anniversary of His Coronation

One of the most important consequences of the celebrations held in connection with the Silver Jubilee of the Coronation of the Emperor of Ethiopia was the promulgation of the new Constitution. This guarantees freedom of speech and of the Press, and grants universal suffrage with direct elections by secret ballot under the forthcoming national electoral law. After signing the new Constitution Emperor Hailé Selassie made known his intentions in a speech read from the Royal box in the Parliament building. He said that the enormous progress achieved in Ethiopia in the past twenty-five years demanded the adoption of a new, revised Constitution aimed at promoting further and greater progress.

The Silver Jubilee celebrations in Addis Ababa, which lasted for three days, began with a splendid procession to St. George's Cathedral for a service of thanksgiving, the Emperor and his wife driving in a gilded carriage through crowded streets, attended by their bodyguard and other officials in picturesque and colourful uniforms. At the head of the procession rode the official "leader" wearing a lion's mane and cape over an embroidered cloak, and carrying a gold-embossed shield and ceremonial spear. On arrival at the Cathedral, where the service was held in a tented annexe, the Emperor was met by the Diplomatic Corps led by their dean, the British Ambassador. For the two-hour-long service conducted by the Primate of the Ethiopian Church, Hailé Selassie sat on a Royal purple velvet-covered throne, close to which were other members of the Royal family and senior officials, including the Prime Minister, Bitwoded Makonnen Endalkatchew.

From the Cathedral the Emperor and the Empress then walked in procession to another tent for luncheon before driving back to the palace. Later in the day there was a Court reception and ball. On the next day came another brilliant State drive, this time to the Parliament building for the promulgation of the new Constitution.

His Imperial Majesty Hailé Selassie I, who was born on July 23, 1892, is the son of Prince Makonnen. A descendant of probably the oldest reigning line of Royalty in history, he was crowned on November 2, 1930, and in the following July gave Ethiopia its first written Constitution. Just over four years later his country was invaded by Italy, but on May 5, 1941, he was restored to his throne, his enemy having been beaten by British Commonwealth troops and his own forces. Since then His Imperial Majesty has made extensive tours abroad.

CHILDREN OF THE CROWN PRINCE : Prince Yakob and his sister take an interest in the proceedings in Addis Ababa.

PROTECTION FROM THE SUN: Large gold-worked State umbrellas are held over the Emperor and Empress as they walk from the annexe of the Cathedral. The service, according to the Coptic rite of the Ethiopian Church and attended by all the church leaders, lasted two hours.

THE TALL MEN OF THE BODYGUARD FLANK THE ROYAL PARTY: The Emperor is wearing a dark blue ceremonial uniform with green sash, and the Empress has a long red cloak over her dress.

THE ARRIVAL AT THE ETHIOPIAN PARLIAMENT: In the Parliament building the Emperor first signed the new Constitution in the presence of the Diplomatic Corps and later addressed a joint sitting of Parliament.

THE HISTORIC OCCASION IN THE NEWLY-RECONSTRUCTED PARLIAMENT BUILDING: *Left*—The Emperor signs the newly-revised Constitution; and, *on right*, reads his speech from the Royal box. The new Constitution promises direct elections by secret ballot, a larger Parliament with wider powers, and freedom of speech and of the Press. The Emperor, however, retains certain important powers. Haile Selassie intends, regardless of costs, to continue with the modernisation of the Ethiopian armed forces.

ARCTIC PATROL

A Royal Canadian Mounted Policeman on One of the Toughest Beats in the World—the Isolated Eskimo Communities of the Canadian Arctic

"MOUNTIE" HEADQUARTERS IN THE FROZEN NORTH: Outside his Royal Canadian Mounted Police station at Eskimo Point, in the Canadian Arctic, stands constable Don Wilson (right) and his Eskimo special constable, Uvinik. The area for which they are responsible may be 200,000 sq. miles.

On left—
A LINK WITH THE WORLD: Mail is sorted out before the constable takes out his dog-team on a visit to the inhabitants of his area. Mail during the winter arrives every three months by aircraft. Normal communication with the outside world is by radio.

THE CONSTABLE AND HIS CHARGES: After enjoying a cup of tea, constable Wilson (right) hands out cigarettes to two Eskimos whom he visited on his patrol, while a youngster looks on. This is one of the rare occasions on which the Eskimo can be seen without his pipe in his mouth.

On left—
THE MOUNTIE IS SOMEONE TO LOOK UP TO—EVEN DRESSED LIKE THIS: Constable Wilson chats with a young Eskimo boy on one of his visits, while two other children look on. The Mounted Policeman loses none of his glamour or authority when stripped of his colourful uniform and when mounted on his sled.

THE IGLOO MAKES AN OVERNIGHT SHELTER: Constable Wilson emerges from the igloo which he had dug for himself for his night's sleep while on Arctic patrol. The distances are considerable, and he may be out on his patrol for many days.

THE CONSTABLE HOLDS COURT: Some of the Eskimos in his area gather round constable Wilson when he arrives to pay his winter visit. Apart from keeping a general watch over their welfare, he registers births and deaths.

Throughout the world the Royal Canadian Mounted Police is known for the colourful tunics which its members wear, for the high quality of the horses which they ride, and for the fact that "the Mountie always gets his man." A great deal of glamour is rightly attached to this very fine force, but it tends to give a false impression of the work that its members do. Far less glamorous, though more exciting because it is truer to life, is the sort of work that a Mounted Police constable does on his beat during the winter of the Canadian Arctic.

The Arctic wastes of Northern Canada, the home of the Eskimo and the business field of the trapper and trader, are patrolled by about a dozen detachments of the R.C.M.P. Their posts are scattered, hundreds of miles apart, and during the eight months of the Arctic winter the Mountie constable, accompanied by an Eskimo special constable, lives cut off from the outside world, apart from occasional visits from an aircraft when the weather conditions permit. Even in the short summer, ships call only at rare intervals.

The constable may be responsible for an area of snow wastes and forests as much as 200,000 square miles in size, with a population of perhaps 600. The law and order side of his duties takes up very little of the Mountie's time, for the Eskimos themselves are a very peaceful people, and the only threat of disturbance usually comes from outsiders. The constable's main task is to watch over the welfare of the Eskimos. Their health, and that of their dogs, on whom the Eskimo depends for his livelihood, are his concern. First-aid equipment and rabies serum must be supplied when they are needed. Births and deaths must be registered, family allowances, often in the form of such items as cartridges, ropes, traps or a Primus stove, are issued. In addition, the game laws must be enforced, and Customs duties performed.

Carrying out all these tasks over so wide an area in the bitter Arctic winter tests the quality of the Mounted Police to the full. In order to reach his scattered flock the constable may cover nearly 3,000 miles by dog-sled every winter. Individual patrols may take anything from six to forty-four days, covering 250 to 1,200 miles. During these patrols the constable has to face the severest weather conditions. Temperatures are often 60 degrees below freezing, and blizzards sometimes prevent the constable reaching the Eskimo settlement he was aiming at during that short winter day.

Spending a night in the Arctic, with only his own initiative to call on, is part of the Arctic constable's routine. For himself and his companion, and for his dogs, he must be able to build an igloo, and to conserve his limited supplies of fuel for heating, lighting and cooking. He must be ready to fish, native-style, through the ice, or, if he wants to vary his diet, to shoot a caribou and, if necessary, to eat it raw.

When the constable reaches the Eskimo community which he is visiting, he is invariably welcomed as a friend for whom the population has been waiting. He dispenses cigarettes, and over tea, gossip, as local as 200,000 square miles allow it to be, is retailed. At the end of such an Arctic patrol, the Mountie returns to the comparative comforts of his own headquarters, where there is warmth and light (through wind-driven generators), his books, his mail, and his winter supplies. And the policeman can relax for a while, happy in the knowledge that once again he has successfully completed what must surely be one of the toughest beats in the world.

READY TO GO ON PATROL : The sled is loaded, the team of husky dogs is hitched and ready for the journey, and constable Wilson and his Eskimo aide stand outside their headquarters at Eskimo Point just before setting out on their Arctic patrol. Once on the move, they must hurry, for the sun in winter shines as little as four hours.

On left—
TEA-TIME IS TALKING-TIME THE WORLD OVER : As in the drawing-rooms of England, so in the Arctic wastes of Canada's Far North the most sociable and talkative occasion is tea.

THE DOGS ON WHOM THE CONSTABLES DEPEND : An incident during a journey. Constable Wilson decides that the lead dog in his team of huskies is not pulling well, so he places another dog in the lead. Transport across the Arctic is entirely by sled.

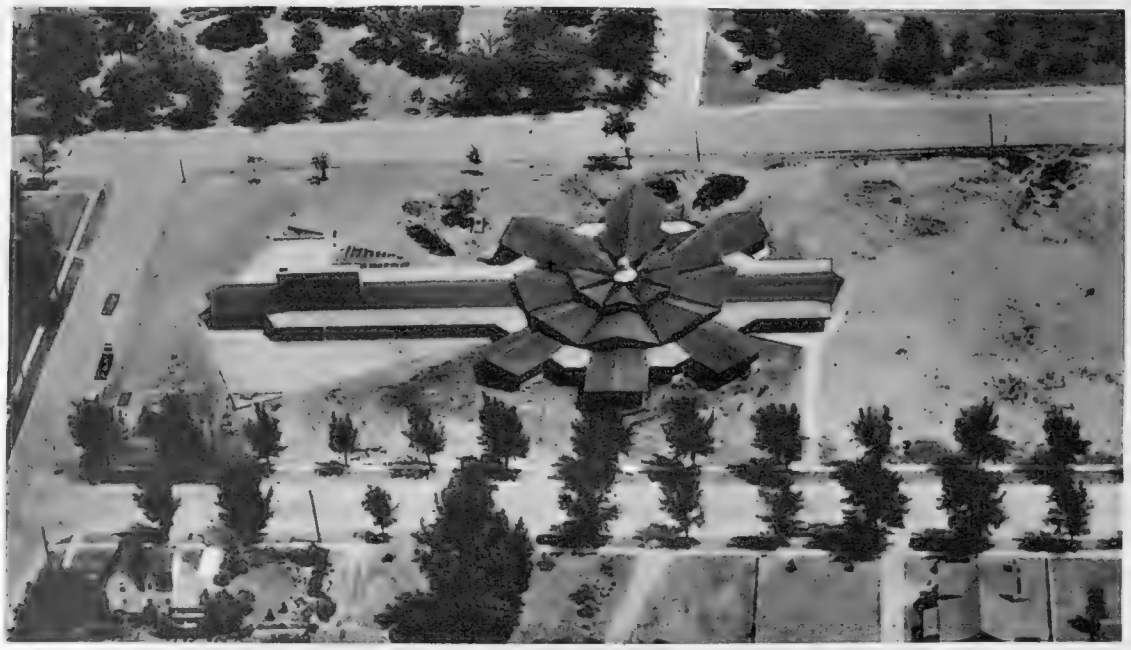
NO ROADS, NO BRIDGES : Man and beast have to be tough to endure the hardships that travelling in the Arctic brings with it. Constable Wilson, wrapped up warmly and gazing out over his team, also has to have a good sense of direction in this featureless country. *On right*—He and special constable Uvinik untangle the dogs' line on encountering a patch of ice 6 ft. thick.

NEW IDEAS IN CHURCH DESIGN

Contemporary Architecture in America and France

Dedication services have recently been held in the new Lutheran church in Midland, Michigan, U.S.A. The design is contemporary in style, with unique roofs and interior planning. Materials used are chiefly brick and glass, with a certain amount of wood. The bricks are rose in colour, and the interior of the church is of white and red oak. Rising from the roof, immediately above the altar, is a copper-covered flèche tower, 30 ft. high. The main interior feature is the centrally placed altar, from which radiate eight segments, seven for pews and the eighth for lectern, organ and choir. A glass panel at the rear of each segment separates the interior from the wall of the external corridor. There is a lounge for communal activities, and in the basement are a recreation room and the heating plant. Normally there is seating accommodation for 575 in the nave, but the partition which separates the lounge area can be removed to allow space for a further 375.

MODERN CHURCH DESIGN IN THE UNITED STATES OF AMERICA : One of the elevations of the new Lutheran church at Midland, Michigan, which is shaped in the form of a radiant cross. The low spire rises from immediately above the altar, which is placed in the centre of the church. One of the most prominent features of the building is the abundance of windows.



FROM THE AIR : This view of the new church at Midland shows the latest trend in ecclesiastical design in the U.S.A. Eight segments radiate from the centre of the cross, seven for pews and the eighth for lectern, organ and choir. The surrounding gardens have yet to be completed. Inside the church the floors are of soft green tiles.

THE FOCAL POINT OF THE INTERIOR : The centrally placed altar, which is surmounted by a cross, is visible from the eight radiating segments. The altar area is carpeted.

A CHAPEL BY LE CORBUSIER : This is the main entrance to the Chapel of Notre Dame du Haut, which stands on a hill at Ronchamp, near Belfort, in the province of Haut-Rhin, Eastern France. It was designed by Le Corbusier, the Swiss-born architect, to replace a chapel of the same name which for ten centuries had been a centre of pilgrimage. The painting on the door represents "the blue hand of Mary Mediator, who receives the blessings and distributes them among men." In the right foreground is the dedication stone. The picture *on the left* shows the south side of the chapel, which one sees when mounting the steep path leading to the door. On the extreme left is the highest of three steeples. The building is of particular interest in that the curious windows cast the entire interior into shadow. The original chapel on this site was destroyed by lightning in 1913 and a second chapel, built by local people, was destroyed in the Second World War before it had been completed.

THE OPENING MEET OF A FAMOUS LEICESTERSHIRE HUNT : Colonel G. A. Murray Smith, the Master of the Quorn Foxhounds, on a grey, leads the field over the hill to draw the first covert. The opening meet, at Kirby Gate, near Melton Mowbray, was well attended and attracted many spectators. Melton Mowbray, situated at the convergence of the Quorn, Cottesmore and Belvoir Hunts, is one of the Quorn's best centres ; the country generally is regarded as the best in England.

A SCOTTISH HUNT ALSO DRAWS THE CROWDS : Watched by a big gathering of spectators, the field moves off after the opening meet of the Lanarkshire and Renfrewshire Foxhounds at Houston House, Renfrewshire. The country, which is now reasonably open, lies almost entirely in Renfrewshire.

A FINE SATURDAY FOR THE OPENING MEET OF THE QUORN : The Huntsman, Mr. George Barker (centre), is seen with the whippers-in before moving off. The kennels are at Barrow-on-Soar, Loughborough.

THE HUNTING SCENE IN THREE COUNTRIES

The Season Gets Under Way in Fine Autumn Weather in England and Scotland ; and an Annual Meet in Denmark

AN ANNUAL MEET IN DENMARK IN HONOUR OF THE PATRON SAINT OF HUNTING : A great splash as the field moves off from the meet at "Dyrehaven," outside Copenhagen, on St. Hubert's Day. There were fifty followers and a great many interested spectators for this annual Hubertus occasion.

HUNTING IN THE EXTREME SOUTH-WEST CORNER OF ENGLAND : The scene by a hotel overlooking the sea at Land's End as the Western Foxhounds hold their first meet at this picturesque spot on the Cornish coast. In the background of the picture is the Longships lighthouse. The country of the Western Foxhounds, which is almost entirely pasture and moorland, is confined to the extreme corner of the county. It is bordered on three sides by the sea, and the best centre is Penzance. The Master and Huntsman is Mr. B. W. B. Sparrow.

A BANDING TRAP AND ITS CATCH : Wild black ducks have been caught in this banding trap on Parker River Refuge, at Newburyport, in Massachusetts, U.S.A. All banding traps operate without any cruelty. Bird-banding in North America is controlled by the Dominion Wildlife Service of Canada and the United States Fish and Wildlife Service.

A DUCK IS REMOVED FROM THE TRAP : The information gained from the system of banding has supplied much information about the migratory routes of wildfowl and other birds, about nesting and wintering areas, homing instinct, longevity and plumage.

THE MYSTERY OF BIRD MIGRATION

Bird-banding is a Most Important Method for the Procurement of Accurate Information on their Migratory and Many other Habits

THE nations of the Western Hemisphere have one great living resource which they possess in common—*the migratory birds*. Including long-range migrants like the plovers, sandpipers, hawks, ducks, swallows, and warblers, these birds belong to all the countries of North, Central and South America, and of the Caribbean region. In their migration between summer and winter homes they freely cross international boundaries, and some range all the way from the southern part of South America to the shores of the Arctic Ocean.

Like all living creatures, the migratory birds must have food, shelter, and suitable conditions for breeding. No one country has it in its power to provide all these requirements for the migrants, as the birds pass only a part of the year in any one place.

Recognising this basic conservation fact, the United States and Great Britain concluded a Migratory Bird Treaty in 1916. This treaty obliged both contracting Governments to protect ducks, geese, and most other migratory birds. A similar treaty, including also the protection of game mammals, was concluded between the United States and Mexico in 1937.

In 1941 many of the countries of the Western Hemisphere joined in the Inter-American Convention of Nature Protection and Wildlife Preservation. While indicating the interest of the signatory countries in conservation, this instrument is very general, with no provision for active measures. There is, therefore, a need for additional treaties similar to those between the United States and Great Britain and Mexico, aimed specifically at protecting migratory birds.

It is the opinion of professional ornithologists throughout the world that bird-banding is to-day one of the most important methods for procuring accurate information relating to living birds. By the study of banding records, new features in the periodic movements of birds are constantly being discovered. One of the most outstanding of these discoveries is the "flyway system," with its many migration routes, used by North American migratory waterfowl and probably also by most other species of migratory birds.

Important scientific studies of sex ratio, longevity, temperature control, plumage, avian psychology, homing instinct, and many other subjects, have been and are being made by the banding method. As a means of conducting precise investigations of the movements and behaviour of native birds, banding stands supreme.

A BIRD IS BANDED : A young kingfisher has been caught at Austin Ornithological Research Station, at Cape Cod, in Massachusetts. The band, which is numbered, has been placed on its leg. By it the kingfisher can be identified wherever it flies. Austin Ornithological Research Station bands each year more birds than any other bird station in America.

Very few species of the North American list of 768 birds are not represented in the banding records ; in the meantime, the banded individuals of certain species number tens of thousands. In addition to native birds, co-operators are also authorised to band European starlings, but "service bands" are not available (except under special conditions) for use on pheasants or other introduced or hand-reared non-migratory birds.

Much of to-day's information about the migratory routes of waterfowl and other birds, and about the relative importance of various nesting and wintering areas, has been learned by bird-banding. About 150 years ago, Audubon, the famous painter of North American birds, was probably the first person in the Western Hemisphere to attempt to mark birds in order to trace their migrations. Later, interest in this activity by many persons led to the establishment of the "American Bird Banding Association." The project soon became too large to be handled by a private agency, and is now conducted by the Fish and Wildlife Service of the United States of America.

THE RECORD IS KEPT : At Parker River Refuge, at Newburyport, Mr. Addy notes the data of the bird he is holding in his left hand. The bird will soon be released. Round Mr. Addy's neck hang strings of bands. These vary in size so that they can be fitted to the leg of any species of bird.

The Dominion Wildlife Service of Canada has co-operated actively in this work. There are now about 500 active co-operators in the United States and Canada, each working under permit, who annually place identifying bands on thousands of birds. Each band carries a number and instructions for its return to the U.S. Fish and Wildlife Service in Washington, D.C. Since bird-banding was undertaken as a U.S. Government study, the number of birds banded has totalled more than 5,000,000, and about 375,000 returns have been received from five continents and from many islands of the Pacific.

Banding has established a significant fact in relation to waterfowl conservation : the birds have a hereditary attachment for one particular flyway. The term "flyway" denotes a vast geographic region that is occupied by definite bird populations, and contains both breeding and wintering grounds, connected by a more or less complex system of migration routes. There are four major flyways for North American waterfowl : the Atlantic, the Mississippi, the Central, and the Pacific. Banding experiments especially designed to test this theory showed that birds normally belong to one flyway for life, and that there is little shifting from one to another. This fact has been found fundamentally important in the management of waterfowl and has supplied valuable information for the control of other species.

CARE FOR THE BIRDS : *Above*—The wild duck is being banded only after having been treated for sickness at the Bear River Refuge, in Utah. *On left*—This picture from Browning, Illinois, shows a stage in the careful way in which all birds are banded.

ONE OF 5,000,000 : Mr. Addy bands a bird at Park River Refuge. The bird is one of the 5,000,000 banded since this work was undertaken by the Wildlife Services of North America.

A MOTHER BY HER NEST : This waxwing's band is raised on her leg above her fledglings. Waxwings are crested birds, with wax-like appendages on their feathers. They are occasionally found in Britain

PREPARING A NET TRAP : At the Swan Lake National Wildlife Refuge, in Missouri, Mr. W. H Thornsberry anchors a net in the snow-clad surroundings. In the left background is Mr. Herbert H. Dill The net will be folded to make a catch. It is essential for bird-banding to be carried on all the year round under all sorts of climatic conditions. In Canada and the United States there are some 500 people actively co-operating in banding birds.

FROM ENGLAND AND SCOTLAND

Pictures of Recent Home News include a Serious Fire in Edinburgh and a new Method of Fire-Fighting in Mines

PROGRESS IN THE RESTORATION OF ONE OF WREN'S FAMOUS LONDON CHURCHES : The spire of St. Bride's rises above the trellis of scaffolding and girders in the interior, which is now being restored. This famous sixteenth-century church, close to Fleet Street, in the City of London, was heavily damaged by enemy action in 1940. From the new floor of the church columns of Portland stone are being erected to support the surviving arches and clerestory. One of the white Portland columns is on the right. The spire, described by W. E. Henley as "a madrigal in stone," is the highest of Sir Christopher Wren's spires, being 226 ft. in height. It is hoped that the restoration of St. Bride's will be finished by the autumn of next year.

A BIG BLAZE IN EDINBURGH : Firemen are fighting to control a fire in the shop of C. and A. Modes Ltd. in Princes Street. The flames were first noticed through the ground-floor windows. Within a few minutes dresses had caught fire and the flames were spreading upwards. This was the second fire in central Edinburgh to which the fire brigades were called within a few hours. Shortly before the blaze in the dress shop, a fire had started in a boot and shoe warehouse in Jeffrey Street, close to Princes Street.

On right—

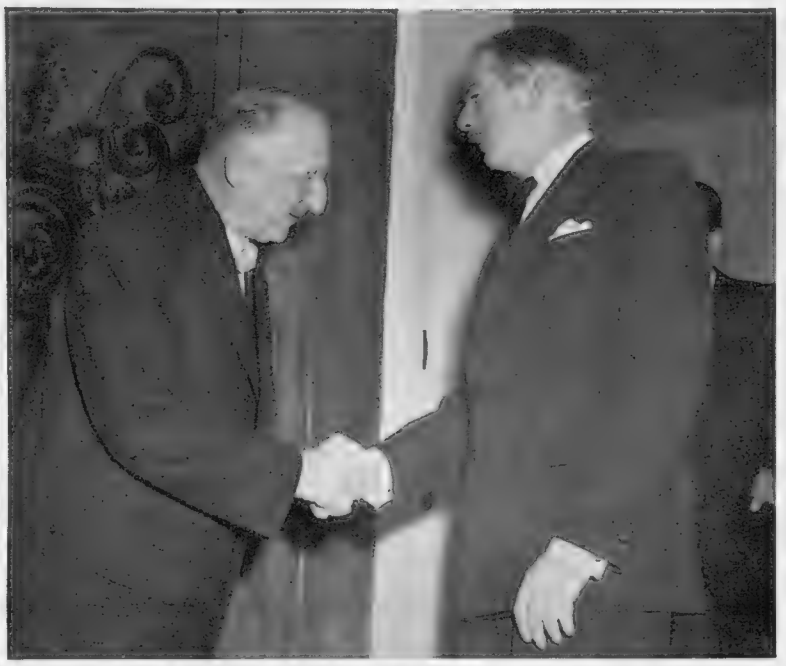
LONDON-MADE OSTRICH EGG-CUPS FOR THE CROWN PRINCE OF IRAQ : This pair of silver water-gilt cups was commissioned by the Crown Prince of Iraq from Messrs. Garrard, of London, the jewellers to the British Crown. The eggs in the cups were laid by an ostrich kept as a pet by the Crown Prince in Bagdad. The cups, each 23½ ins. high, are copies of a pair dating from about 1610 and belonging to Exeter College, Oxford. On their stems are ostrich legs and their terminals are fully modelled ostriches. The shields contain the Royal arms of Iraq, the arms of Exeter College and those of their original donor, James Clere, of Clare.

SOAP BUBBLES MAY EXTINGUISH FIRES IN MINES : *Left*—A fireman directs his hose charged with a soap solution at a netted frame. This is a stage in the experiments being carried out at the Safety In Mines Research Establishment near Buxton, in Derbyshire. The soap solution, in going through the frame, is formed into a blanket of bubbles. This blanket will then drift down the corridor of a mine and extinguish a fire. *Right*—A test has been started in a mine corridor. The fire is already blazing. But in a few minutes the soap drifting in from the foreground will have damped the flames with its blanket and a grave danger will have been averted.

JUDGING INDUSTRIAL PAINTINGS : From the left are Mr. L. S. Lowry, A.R.A. ; Mr. Henry Rushbury, R.A. ; Mr. Eric Newton and Mr. James Fitton, R.A. They are judging in London the entries to a competition for industrial paintings organised by Richard Thomas and Baldwins. Over 1,200 paintings were entered from Britain.

THE AFTERMATH OF A FATAL EXPLOSION IN SCOTLAND : The wreckage lies in the works of a firm of concrete-pipe makers in Aberdeen after the boiler of a mobile crane had exploded. One man was killed and ten were injured, two of them seriously. The crane, which had been lifting pipe moulds and other accessories in the yard, still remained on the rails, as seen in the centre of the picture.

MOSCOW DYNAMOS' FIRST DEFEAT ON BRITISH SOIL : Slater, of Wolverhampton Wanderers, on the extreme left, drives in the first of the two goals his team scored in their match against the Moscow eleven. Wolverhampton won by two goals to one in a match by floodlight, and were thus the first team to defeat the Dynamos in England. Ilyin scored for the Russians.



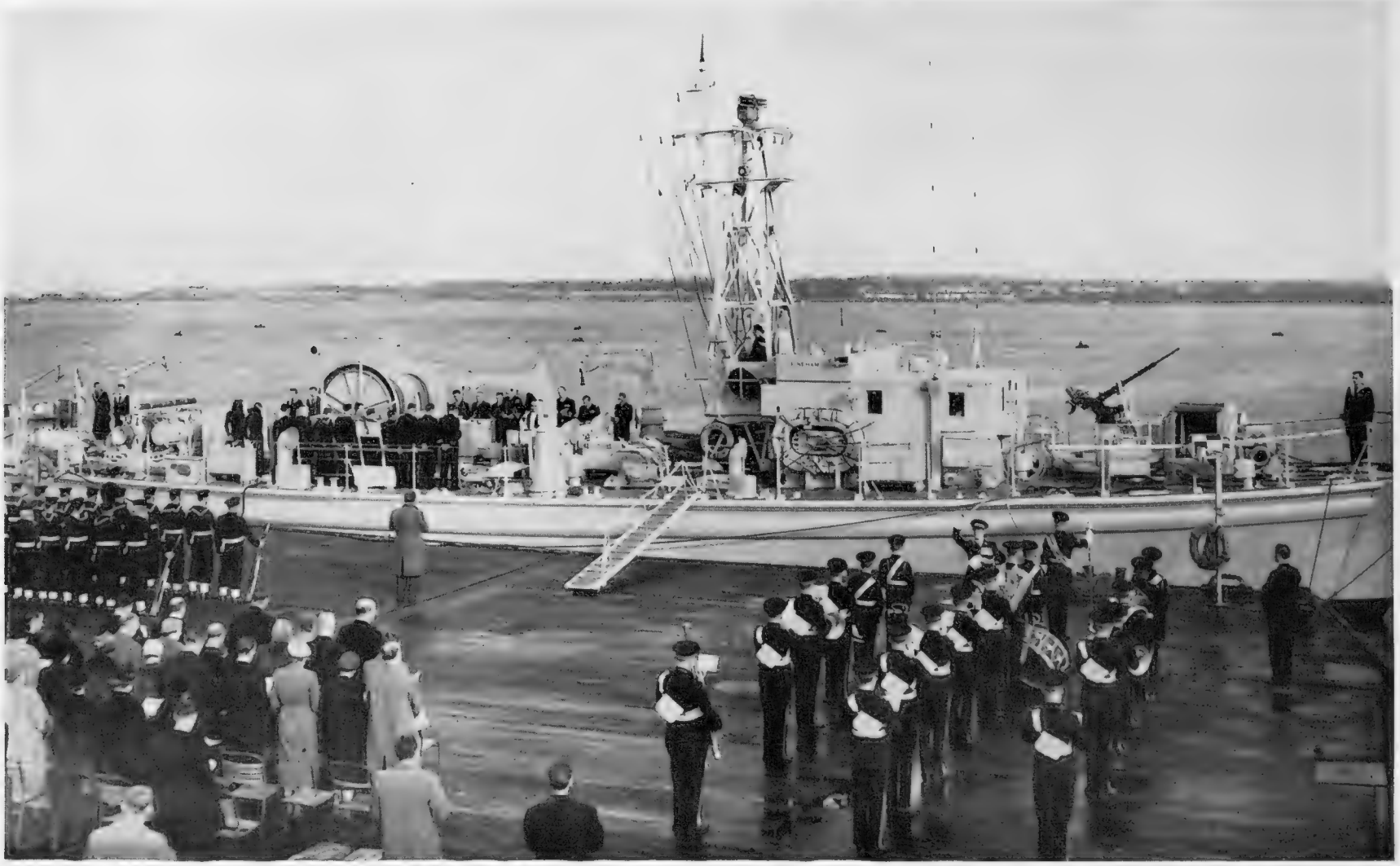
NEW HEADQUARTERS FOR THE AUTOMOBILE ASSOCIATION IN BRIGHTON, SUSSEX : A mobile radio-control trailer stands outside the new headquarters for the A.A. in Brighton, at No. 84, Marine Parade, which were opened last week by the Mayor, Councillor Trevelyan Leake. The new offices, which are situated on the sea-front, have been established to meet the constantly growing demand for service from motorists in Sussex and the immediate vicinity. Special provision has been made for the introduction of day and night emergency service, and for the operation of radio-controlled road patrols by day and breakdown vehicles after normal working hours. These developments, enabling the A.A. to provide a more efficient service, will soon come into effect.

LIVING MODELS FOR A CATHEDRAL'S CARVINGS : Malcolm Fisher, an eight-year-old chorister of Southwell Minster, poses 70 ft. above the ground while the mason, David Hardy, carves his likeness into a gargoyle. After 850 years the original ornaments on the exterior of the Minster have become unrecognisable. In renewing them, the Provost of Southwell decided he would follow medieval custom and suggested that living models should be used by the mason. Besides the chorister, among those who have posed for Mr. Hardy are a clock-winder of eighty years of age, the dog-whipper and a verger. Each climbed up ladders to stand on scaffolding high above ground. The cathedral, or minster, at Southwell, in Nottinghamshire, is a fine cruciform building mainly in Norman and Early English styles.

WEST BERLIN'S LORD MAYOR AT DOWNING STREET : Dr. Otto Suhr, the Lord Mayor of West Berlin, is greeted by Sir Anthony Eden at his official residence in Whitehall. Dr. Suhr was making a visit of a week to London. During this time he carried out many engagements.

Below—

THE DOG-WHIPPER IS CARVED : Mr. David Hardy, the mason, models the likeness of Mr. George Paling, the dog-whipper, on the exterior of Southwell Minster. The curiously-named office of dog-whipper to-day means the task of maintaining the grounds.



BRITAIN COMPLETES A NAVAL BUILDING PROGRAMME FOR N.A.T.O.: The inshore minesweeper *Pineham* is transferred to the French Navy at a ceremony held at H.M.S. *Diligence*, the Royal Navy's Commissioning and Equipping Base for Minesweepers, at Hythe, near Southampton. She is the last of fifteen vessels of this class which have been built in yards in the United Kingdom for N.A.T.O. forces under the United States Off-shore Procurement Programme. Representatives of the Royal Navy and of the navies of France and the United States were present at the ceremony at Hythe. *Pineham* displaces about 100 tons and her maximum complement is 22.

A BRITISH SHIP FOR FRANCE

AND A GERMAN GENERAL INSPECTS BRITISH ARMS

France has now received fifteen inshore minesweepers from Britain. They have been constructed in British yards for forces of the North Atlantic Treaty Organisation under the American Offshore Procurement Programme. The group for the French Navy was completed when the *Pineham* was handed over at Hythe, in Southampton Water, last week. Under the French flag this ship will be known as M.789. All the vessels handed to France are of the Ham class. They are an entirely new type of ship, intended for operations in shallow waters and embody many new features from lessons learned during the war and in the course of subsequent development.

THE SHIP IS BLESSED: On *Pineham* a chaplain conducts a service. Immediately on his right is Vice-Admiral Sir Peter Cazalet, Flag Officer, Reserve Fleet.

M.789 IN THE FRENCH NAVY: With the French flag flying at the bows this is now *Pineham's* classification. She has a length of 106½ ft. and a beam of 20½ ft., and is specially designed for shallow waters.

A GERMAN GENERAL SEES BRITISH ARMS: General Von Manteuffel, who held high commands in the German Army during the war, sits in a tank at the Ministry of Supply's Depot at Chertsey. With him is Major H. S. Long. *On right*—The general examines the turret of a tank. He was heading a delegation from West Germany on a visit of twelve days to Britain. The delegation had come at the invitation of the British Foreign Office.

COAL FROM THE SEA

British Enterprise Achieves Success in the World's First Off-Shore Bore-Hole Experiments

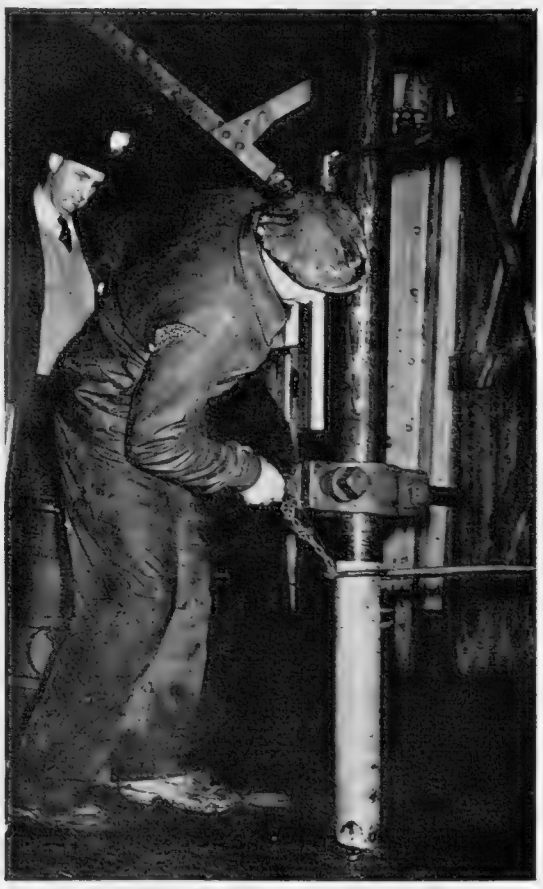
Coal does not only lie under the land. It certainly also exists under the bed of the sea, and the seams there may contain great wealth waiting to be exploited. Britain has taken the lead in pioneering the possibilities of obtaining some of this underseas coal. Last May the National Coal Board launched a sea-boring tower from St. David's Harbour, Inverkeithing, Scotland, and this monster of ingenuity was towed out to sea in the Firth of Forth. Since then a crew of experts has been carrying out drilling operations into the sea from this vast structure, which contains living and recreation quarters, as well as all the necessary technical equipment. It has been a combined operation between the National Coal Board and private enterprise and its chiefs report complete success.

From the 130-ft. tower, drills have been driven more than 3,000 ft. below the surface of the Firth of Forth. Ample proof has been found of existing knowledge of underwater strata. Naturally, further experimental drillings will have to be made. But there is every reason to hope that seams of coal lying off the coasts of Britain may eventually be mined. The wealth to be obtained from these could greatly benefit the national economy. Within the next year or two it is proposed to extend experimental operations to the Durham shores. Along this coast alone it is believed there is virgin coal sufficient to last over 200 years at an annual extraction rate of 6,000,000 tons.

A STRIKE OF COAL: Mr. C. Ewing, a geologist (on left), and Mr. de Raeve, the bore-master, examine a bore from the sea bed.

THE DRILLING TOWER ABOVE THE OCEAN: It stands off Kirkcaldy, about 1¼ miles out in the Firth of Forth, in Scotland. This experimental tower of the National Coal Board was towed to sea six months ago. It has now completed a series of successful experiments in boring for coal in the sea bed. Sea-bed mining operations may soon be extended round Britain.

A PARTY ARRIVE AT THE DRILLING TOWER: They have been brought out by launch from Kirkcaldy. These are some of the men who have been engaged on the tower since last May. Their task has been to collect information from boring operations regarding the types of coal lying under the sea and the possibilities of mining them.



A DRILL IN OPERATION: The driller starts to remove the sandstone core from the drill of the sea-boring unit in the drilling tower in the Firth of Forth.

The Sphere of Travel

ABROAD FOR CHRISTMAS

Seasonal Suggestions for the Annual Winter Holiday Abroad; Traditional Festivities and Gaiety in Several Countries in and Around Europe

By GORDON COOPER

AT Christmas-time, everyone surely has their memories, grim possibly, and gay, dull and exciting. Looking back personally, my mind ranges from family feasts in the early years of the century to the Christmas Day I spent in a lifeboat after our transport had been sunk off Crete during the war—our "banquet" a couple of ship's biscuits. I think, also, of the Christmas dinner when I was the guest of that famous war lord, Marshal Chang, in Mukden, when plum pudding concluded a menu which embraced sharks' fins and Garouba fish, washed down with a variety of drinks apparently selected from every item in a wine merchant's list.

Then, at Christmas, I have sweltered in Central Africa, while my gold-mine natives indulged in a Bantu Saturnalia. In contrast, I shivered, during the last war, in a bleak Icelandic outpost. Possibly, if I had a Scrooge-like nature, I should be inclined to say that my "happiest" Christmas was spent travelling on a train, about the only passenger, across desert-like Bechuanaland.

If variety has added considerable spice to my own Yuletide memories, it also enables me to proffer some seasonal suggestions for holidays abroad, even though none, in my opinion, offers quite the same appeal as that provided by the family circle.

For those desiring gaiety, Paris and Brussels are outstanding and are also ideal for brief holidays. Various travel agents arrange Christmas parties to these two capitals, including Reveillon suppers on Christmas Eve—a jolly, uninhibited occasion. There are similar gala parties for the New Year. Brussels, especially, is gaily decorated and brightly illuminated at this time of year, and the Belgian capital is a gourmet's paradise, second to none. I doubt whether in all Europe there is a more satisfying restaurant than the tiny Epaule de Mouton, only a few yards distant from the superb Grand' Place, surely the loveliest of all city squares.

The air companies put on many extra services at Christmas, so you can be easily and comfortably whisked to comparatively distant spots for your Christmas dinner, with some warm sunshine included. Majorca, for instance, is one attractive goal, while there is also the new direct Alitalia service to Sicily. Leaving London Airport at 9 a.m., you are in Catania by half-past six. From there a waiting motor-coach takes you to Taormina by half-past eight.

CHRISTMASTIDE IN ROME: A *presipio* erected for the festive season in the Piazza Navona. Also at this time of the year there are many wooden booths along the thoroughfare and they are visited by numerous children in order to get an Epiphany gift.

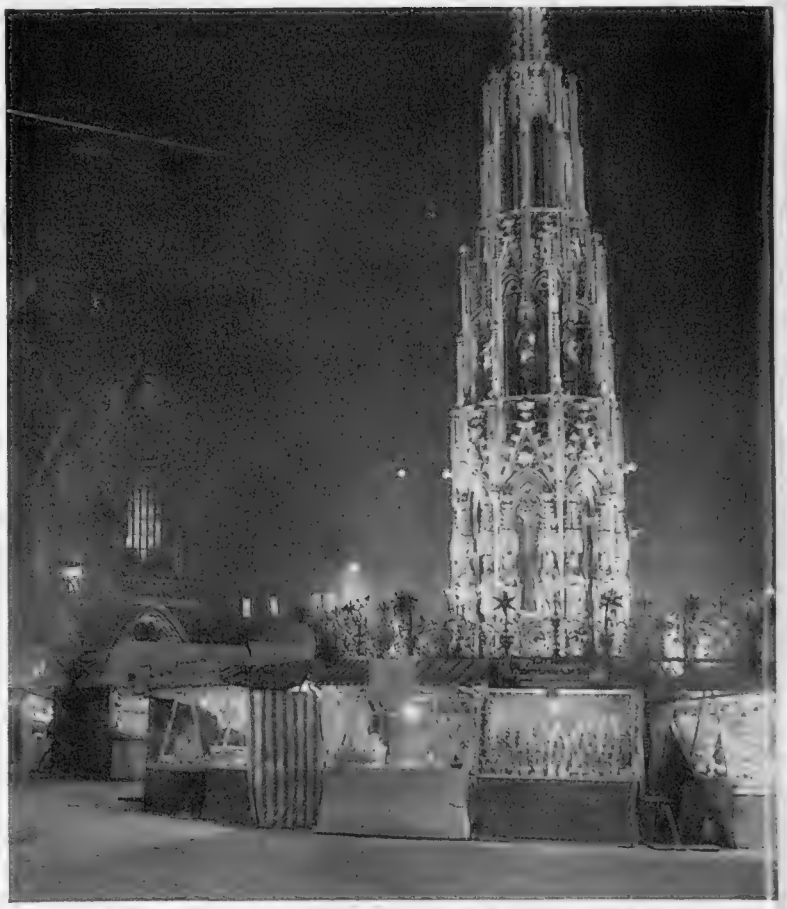
Each year in my suggestions for Christmas holidays abroad I include this resort, and with good reason, for I regard it as being the loveliest place in Europe—with Ravello and Delphi as close runners-up.

For centuries tourists have been coming to Taormina, gazing up at Etna and marvelling at its colour against the sky. It seems but yesterday that I sat on a Christmas morning breakfasting in an arbour covered by sky-coloured plumbago, looking out over a vast sea of white almond blossom at the snow-capped volcano, with its almost motionless plume of smoke. On Christmas Eve, there is that magical annual scene when the shepherds come down from their mountain villages bearing in their arms newly-born lambs for presentation at the Midnight Mass.

Elsewhere in Italy there are other interesting traditional celebrations. Such cities as Naples and Bologna have colourful Christmas fairs, thronged with dense, merry-making crowds, for the Italians still retain a genial and carefree attitude to life. Of unusual interest is the "Mass of the Sword" in the ancient Basilica of Aquileia (near Trieste). While he is reading the Gospel, the priest grasps a sword as a symbol of the civil and spiritual power of the venerable Patriarchate of Aquileia. This one-time famous Roman port has some of the most interesting monuments in the country, yet, although not difficult to reach, it is practically unknown to travellers.

Rome, however, is the most exciting place of all. Many churches have their *presipios*—Nativity scenes—one of the most remarkable being in the Basilica of Aracoeli, where during the Midnight Mass the statue of the Holy Child is carried in procession, to the accompaniment of Christmas dirges played on bagpipes. The bagpipe-players, traditionally, are shepherds from the Abruzzi.

A characteristic spectacle is the "*cottio*," held in the wholesale fish market two nights before Christmas, while in the Piazza Navona, with its popular atmosphere, there are numerous wooden booths, visited by almost every child in Rome in order to get a gift for the Feast of the Epiphany. Lunch outdoors at my favourite "Tre Scalini" and, provided you are not allergic to noise, you will enjoy the hilarious scene.



A GERMAN CHRISTMAS MARKET WHOSE ORIGIN DATES BACK 800 YEARS: Every year thousands flock to the Kris Kringle Fair, which is held in the large market-square in front of Our Lady's Church in Nuremberg.

Germany is another country which offers a romantic Christmas atmosphere. Every hamlet, town and city has its special market. An attractive one is the "Goose Fair" held in Fribourg; a pleasant place at which to stay would be the Feldberghof, on the Feldberg, where there are special festivities. The scenery around is glorious, and if the land is snow-covered, the Black Forest will appear to be a complete misnomer.

Of all the German Christmas scenes none is more like a fairy-book picture than the Kris Kringle Fair held in the large market-square in front of Our Lady's Church in Nuremberg. Its origin dates back 800 years. Thousands flock here to buy at the brightly-lighted booths such Nuremberg specialities as the "little prune men" made of nuts and sweets and clad in paper bunting, and the famous ginger-bread. Three days before Holy Night the children have a lantern procession through the city to the great medieval castle, where they sing Christmas carols.

For those with only six days to spare, a round sea-trip on one of the German Argo Line freighters between Hull, Bremen and Hamburg is suggested. There are departures thrice-weekly, and the sailing on December 22 would allow you to be in Hamburg on Christmas Day. The fare is £22

Two longer sea voyages which would include Christmas at sea—invariably a jolly affair—are the Bergen Line's *Venus*, which sails on December 19 for Madeira, returning to her British port (Plymouth) on December 27, and a French boat making a round trip from Dunkirk to Algiers and Morocco, her departure on the 15-day journey being December 19. The all-in fare (London back to London) is £67. Particulars from Informal Travels Ltd.

This year there are opportunities for visiting the Holy Land at Christmas. Isra-Tours Ltd., for instance, offer two special tours, one visiting Lebanon, Syria, Jordan and Israel, and the other Israel and Jordan.

The first, priced at 170 gns., with air travel between London and Beirut, leaves London on December 20 and returns by air from Tel-Aviv on January 1. The tour includes an extensive programme of sightseeing to places of biblical and other interest, and Christmas Day is spent in Jerusalem.

The second tour, costing 138 gns., provides for rail travel from London to Marseilles, thence by sea to Haifa, with a call at Naples. The departure date from London is December 15 and you get back on January 11. Twelve days' comprehensive touring in Israel and Jordan includes visits to Bethlehem, Jerusalem (where Christmas Day is spent) Jericho, Emmaus, Nablus, Sabastia, Abi-Gosh, Lod, Haifa, Tabagha, Migdal, Mount Tabor, Mount Carmel and Tel-Aviv.

A different itinerary is provided by Safeway Travel, whose tour is from Venice back to Venice, the journey from London being a matter of extra arrangement. The sea journey from Venice is made in the one-class Yugoslavian liner *Partizanka*. The fares range from £68 (dormitory accommodation) up; the cost of a comfortable cabin being about £140; and they include excursions, hotels, etc.

The outward trip is by Split, with its interesting Palace of Diocletian, and an excursion to Trogir, a living museum of the Middle Ages; then on to the Piræus, with an excursion to Athens, Daphni and Eleusis. From Haifa, the port of disembarkation, the land-tour includes Jerusalem and its many wonderful sights, and on Christmas Eve the party will go to Midnight Mass at the Church of the Nativity in Bethlehem.

On the return sea journey nearly twelve hours are spent in that fascinating city, Dubrovnik; then on to Obatija, where there will be a New Year's Eve party at the luxury Kvarner Hotel. This is the kind of tour every travel-minded person will surely want to make at least once in a lifetime, although it is only fair to point out that the journey to the Holy Land and the other Eastern Mediterranean countries involves a somewhat complicated system of visas. Still, the travel agent through whom you book should attend to these details.

I should add that in addition to the two firms mentioned, there are other escorted tours to the Holy Land, including one arranged by Cook's. This firm, also, has a fourteen-day tour to the French and Italian Rivieras, with a stay of seven nights in Nice. Make sure, should you book for this tour, that your room does not face on a noisy street. A recent visit to this city convinced me that even in a first-class hotel you can get precious little sleep if you don't take this precaution. This tip, incidentally, is one to be noted in most European resorts to-day.

USEFUL ADDRESSES

Informal Travels Ltd., 45, *Queensway, London, W.C.2.*
Isra-Tours Ltd., 40, *Dean Street, W.1.*
Safeway Travel, 25, *Blackstone Road, N.W.2.*

A FESTIVE ARCH OF LIGHT: This thoroughfare in Brussels is brilliantly illuminated for the Christmas shopping and holiday period. Various travel agents arrange Christmas visits to this city.

A JOURNEY THROUGH HOLLAND

Its Famous Cities and Towns are Surrounded by Green Country Intersected by Canals

Written and Photographed by J. ALLAN CASH

SOME OF THE HAGUE'S IMPRESSIVE BUILDINGS: Across the water of the Vijver in the seat of the Government of the Netherlands are, on the left, the Mauritshuis, and, on the right, part of the Parliament building. The eighteenth-century Mauritshuis has a famous collection of pictures.

A FINE MEDIEVAL CITY: The Ouder Delft is one of the canals in the old town of Delft. In the background is the tower of the Old Church.

A FAMILIAR DUTCH LANDMARK: The Windmill is in the old university town of Leyden, which lies to the south of the great bulb-field area.

THE HARBOUR AT SCHEVENINGEN: Besides being a busy fishing port, Scheveningen is a popular resort, with a sandy beach, a promenade, cabarets, concerts and a season of ballet and opera. It is only a few minutes away from The Hague.

***On left*—**
SAILING ON THE LAKE AT KAAG: On the rivers and lakes throughout the flat polder country of Holland many white sails can be seen shining in the sunlight.

THE GOTHIC TOWN HALL AT GOUDA: It was built in the sixteenth century, the Renaissance steps being added 150 years later. The building dominates the market square of the town, which is noted for its cheeses.

Holland is a compact little country, with most of the main cities and famous old towns concentrated in an area roughly forty miles square. In the north of this region is Amsterdam, with Rotterdam in the south, the sea to the west and Utrecht on the eastern side. Most of the towns are linked by fast electric trains. Between the towns lies the green polder country, most of it below sea-level, with the whole countryside criss-crossed with drainage canals.

Amsterdam is a noble city of great antiquity, and a big port. It is a city of canals, almost reminiscent of Venice at times. The pleasantest means of transport is the comfortable white launches to be seen everywhere. Along the side of one canal is the famous flower market, often a great splash of colour, where many flowers are displayed on barges tied up alongside.

Haarlem lies due west, about ten miles away. It has some quiet and peaceful corners, with lovely houses along tree-lined waterways. Haarlem's Groote Kerk is one of the finest churches in the country. A few miles away, through a belt of sandhills, lies Zandvoort, a modern seaside resort with a sandy beach and bracing air. All this coast, right down to the Belgian border, is one long sandy beach, as bracing as can be, ideal for bathing and peaceful summer holidays. Noordwijk is another resort, and opposite The Hague, farther down the coast, lies Scheveningen.

Between Haarlem and Leyden is the great bulb-field area, an incredible spectacle of colour in April and May. Leyden, with its old university, could claim to be the Cambridge or Oxford of Holland. The Hague is one of the really beautiful cities of Europe, with its palaces and its lovely parks. The Binnenhof, or Hall of Knights, is the Dutch Government building and is 700 years old. You should walk through The Hague in the evening, when the Royal Palace is floodlit and there are coloured lights among the trees.

Delft lies close to The Hague. Its wide market square is dominated by the great "New Church." In it are buried members of the House of Orange. Delft is another town of canals, with narrow roads beside them.

THE MINIATURE TOWN OF MAURODAM: One of the unique sights of The Hague, it contains replicas on a scale of 1-25 of famous Dutch buildings.

Rotterdam is now only a few miles away. It is the largest port on the Continent, with a vast harbour always full of ships from every part of the world. The centre of this great city was obliterated by the Germans in 1940. To-day the Dutch are completing the rebuilding of the centre in a style and manner that is a monument to their skill.

Gouda, famous for its cheeses, lies a few miles to the north-east. It is best visited on a market day when the Gothic Town Hall towers high above the stalls.

Holland is so easy to reach that one could easily spend a long week-end there. The famous Dutch airline—K.L.M.—will fly you to Amsterdam in little more than an hour from London, and then collect you on the homeward journey by bus from nearly all the near-by towns. Holland is so near to England and has so much to offer that it is refreshingly different.

The World of Books—By VERNON FANE

KIPLING'S LIFE AND WORK

A Study of the Great Englishman ; A Testament of Courage ; A Journey to the Far East ; Royal Mysteries ; A Novel by David Garnett and other New Fiction

NEARLY twenty years ago died a great Englishman, an immensely popular writer, a poet, who was buried in Poets' Corner in Westminster Abbey ; a national figure who was a friend of kings and a kinsman of politicians. Much of his work will be read for years to come, less now for its authority as its style and its superb construction. His poetry to people of my generation was as familiar as a nursery rhyme, and the books he wrote for children are still superb. Not many years ago a critical assessment of his writing appeared, and now Mr. Charles Carrington has produced a full-dress biography, making use of papers and memoirs to which the remaining members of the family have given him access.

RUDYARD KIPLING : His Life and Work (Macmillan. 25s.) is of quite exceptional interest from any point of view : as a study of a considerable writer, a household name, or of a man of international fame. It would be almost impossible to write a dull book about such a man, and certainly Mr. Carrington comes nowhere near that danger. In fact, so skilfully chosen are his quotations from Kipling's own letters that the man's character illuminates each chapter, and his indignation, or reverence, or enthusiasm, or unexpectedly broad sense of fun have the effect of animating the book as well as telling the reader a great deal about the subject.

Kipling and the Press (he had some crisp things to say about American reporters), Kipling and his family—the close-knit private life that he fought to keep from publicity, Kipling and the great, whom he knew in every country, except perhaps Germany, and Kipling and work ; these are some of the aspects in which this book shows him, the man who by his own efforts was rich and famous by the age of thirty-six, who refused all but the academic honours offered to him and who became at one period of his life a kind of national spokesman.

I BURNED MY FINGERS (Putnam. 18s.) is the book of a brave man. Mr. William Simpson, O.B.E., D.F.C., was shot down in France in 1940 and terribly burned, being finally repatriated as a hopeless case, and cared for in the famous East Grinstead hospital. There he was treated by Sir Archibald McIndoe and left the place as a member of the Guinea Pig Club, "fortified by its macabre-comic spirit." He is now married, has two fine children and is at present Press and Information Officer for B.E.A. His autobiography is magnificent reading ; searchingly honest, free of bravado and, understandably, extremely moving.

Mr. Douglas Hyde was news editor of the *Daily Worker* until the day in 1951 when he renounced Communism to become a Roman Catholic. He has written of that conversion in *I Believed*, and has now followed it with ONE FRONT ACROSS THE WORLD (Heinemann. 18s.), which is the result of a recent journey to the Far East. As an experienced newspaperman, ideologies apart, Mr. Hyde naturally has an eye for a scene and an event, as well as a political climate. His account of the struggle between Christianity and Communism in Asia is not only an important piece of documentation ; it is vividly alive in the telling.

The next three books are concerned with the lives of women, the first being THE THRESHOLD (Hart-Davis. 18s.), some memoirs of a childhood by Dorothea Rutherford. The setting is the town of Reval, the principal city and port of Estonia, where Mrs. Rutherford was born and brought up towards the beginning of the century. But the background, unusual as it is, forms only an occasional point of reference. It is the little girl, the remembered figure of youth and first discoveries, terrors and sudden glories, that the writer is re-creating, with tenderness and humour.

BLOOMSBURY FAIR (Dent. 16s.), by Mrs. Robert Henrey, is not so much a further instalment of the adventures of the little Madeleine with which she has delighted us before, as a story of a corner of Bloomsbury in the past forty or fifty years ; a Bloomsbury that has no truck with intellectual coteries, but lives a hard-working, friendly life with its hairdressers, musicians, tobacconists and dressmakers. The characters are real : Sir John Barbirolli as a boy and later a famous man is just one of them, and, as always, Mrs. Henrey brings to the description that fresh wonder and appreciation that is her particular gift to contemporary letters.

PASSIONATE SEARCH (Cassell. 21s.) is a life of Charlotte Brontë and, although there can scarcely be any fresh material to add to our knowledge of that almost indomitable little figure, Mrs. Margaret Crompton examines her subject anew, and speculates with much good sense on some aspects of her career, such as the much-discussed friendship with M. Heger, and the degree of misery which the head of Cowan Bridge School inflicted on the little Brontë girls. A compassionate study of an extraordinary woman whose life, Clement Shorter said, "is amongst the saddest in literature."

AGATHA CHRISTIE IN THE "DOCK," IN PARIS : The novelist is seen in conversation, on stage, with members of the cast of *Witness for the Prosecution*, which is being presented at the Edward VII Theatre. Among those in the picture are Odile Mallet and Gabrielle Fontan. Miss Christie's play, which has been a success in both London and America, has been adapted for the French stage by Henry Torres, a lawyer.

The Red Sea and the Himalayas have supplied the inspiration for two books of note this week. First, THE BURNING COAST (Michael Joseph. 15s.), by Mr. John Doody. He now lives in Rhodesia but during the years with which his book deals he was given the wartime job of patrolling the Eritrean coast and preventing the passing of contraband, which might be anything from guns to money, across the Red Sea to Arabia. Fascinating stuff, and what the author has to tell us about native life ashore and afloat in those parts is enough to curl the hair.

Mr. John A. Jackson is a distinguished mountaineer, one of whose most recent exploits was the British Kangchenjunga expedition this year, and he is also an admirable photographer, as the illustrations to his book, MORE THAN MOUNTAINS (Harrap. 18s.) demonstrate. He writes of many of the aspects of climbing, of plants and insects as well as the technicalities of the mountain assaults, and he has appended some of the least pretentious notes on photography that I have ever read.

Sir Arthur S. MacNalty has had the ingenious idea of taking the cases of nine Royal mysteries and sudden deaths, and examining them from the medical and surgical point of view. THE PRINCES IN THE TOWER (Christopher Johnson. 18s.) includes not only a discussion of those murders, generally attributed to Richard III, but the death of the Duchess of Orleans, beloved sister of Charles II, the mystery of the Dauphin and the strange case of Queen Caroline Matilda of Denmark, the sister of our own King George III.

It is twenty-eight years since Mr. Wyndham Lewis wrote *The Childermass*, and now, with THE HUMAN AGE (Methuen. 30s.), he has provided its sequels in Book 2 : *Monstre Gai* and Book 3 : *Malign Fiesta*. In these the thought, the action and the philosophy are taken forward many stages, to an entry into the fantastic Third City by Pullman and the boy who had been his fag at school, and, further, to a place something like the medieval ideas of Inferno, while independently, in the City of Angeltown, a great many angels are enjoying a supernatural existence. The illustrations, by Michael Ayrton, are splendidly in key with the author's mood.

Mr. David Garnett, in his very different style, is another who takes his time about novels, for it is twenty years since his last one. Now ASPECTS OF LOVE (Chatto and Windus. 8s. 6d.) follows hard upon his latest volume of autobiography. The new little novel is indeed well titled, for it is wholly dedicated to a study of love and loving relationships, particularly when there is a great difference between the age of the lovers ; an elderly man and a young woman, a girl still in childhood and a middle-aged man. Pleasantly and warmly written, and slightly bewildering to the conventional.

Other glimpses of the face of love occupy the next two authors, too. THE DOVE WITH THE BOUGH OF OLIVE (Cassell. 12s. 6d.), for instance, is a first novel by Mr. Dunstan Thompson, who is described to us as a poet and Catholic. Of the latter there could be little doubt, for some of the book's wittier dissertations are held by a Monsignor, and there are many moments when the more practical sides of Catholicism are under informed discussion. On the whole, very readable and certainly very intelligent.

TO THE CASTLE (Peter Davies. 12s. 6d.) is romantic, improbable, and at least as readable as the last book. Miss Dorothea Malm writes about a girl whose mother has always taunted her with her illegitimacy, and who eventually finds that her father lives in a castle of dreamlike beauty and is a French nobleman. The girl, however, makes a single but radical mistake about her parentage, and her story is thereby unhappily complicated. I found that the castle itself, rather than the duke, was the hero of the story, and congratulate Miss Malm, not only on the dignified simplicity of her style, but her real talent for the evocation of rooms and courtyards, sights, sounds and smells.

In **THE KING IN HIS COUNTRY** (Longmans. 18s.) *Aubrey Buxton tells the story of King George VI's participation in the sport of shooting. In preparing this illustrated account the author has had access to the late King's game books.*

THE BIBLE STORY (The Grosvenor Press. 25s.) *is a commentary on the Testaments by the Rev. Guy Daniel. He shows from the recent work by scholars how the Bible came to be compiled. Many of the excellent colour illustrations are reproduced from famous Masters.*

THREE-POINTED STAR (Cassell. 25s.) *is the story of Mercedes-Benz cars and their racing successes as told by David Scott-Moncrieff with St. John Nixon and Clarence Paget. The preface to this well-illustrated book is by the Duke of Richmond and Gordon.*

THE BOY FRIEND *is the text of Sandy Wilson's satire on musical comedy of the '20's which has delighted London theatregoers for so long. It is published by* Andre Deutsch *at* 10s. 6d. *The preface is by Vida Hope and the illustrations are by the author.*

THE JET AGE PEER

Lord Kilbracken's Racy Memoirs

IN LIVING LIKE A LORD (Gollancz. 16s.) John Godley, Viscount Kilbracken, makes being a peer a very human affair. For instance, after the Coronation of Queen Elizabeth II, he says, "I went home on the Underground, safely anonymous again, with my finery in a suitcase. It had been fun in a coronet and robes, but even so I felt no regret when I returned them to Moss Bros. the next day. For the trade of peer is only privileged and glamorous on the single day of each generation when a sovereign is crowned." Lord Kilbracken has written a delightful book. He does not deal at any great length with the trappings of the peerage, but there are delightful chapters on how he took his seat for the first time, and paced nervously in the precincts of Parliament before the final moment when he entered the portals and the red, deep-carpeted solemnity of the Lords.

Living Like a Lord is a fairly modest volume of 250 pages, but here is a peer of the jet age ; whether he is making a book for the betting fraternity of Eton, serving in the Fleet Air Arm, or assisting in a Hollywood film production, he is always in the forefront of action. As the elder son of the elder son of the only son of the founder of Canterbury, New Zealand, he drove by car across Europe, Asia and Australia to reach the Dominion. Let us hope this very enterprising young peer will be heard often in the Lords, for he allies nobility with mobility and really possesses the common touch.

The Germans have won a reputation for ruthless efficiency which seems to cling to them in peace and war. Yet volume after volume published in recent years has served to reveal the depths of their inadequacy, and their inability to take a line and stick to it. For instance, during the war they dithered hopelessly between priorities regarding submarines, guided and other missiles, and jet aircraft. In psychological warfare the Germans did enjoy some superiority and maintain some consistency, and the trick of the cardboard tanks in Czechoslovakia was a fine piece of deception. Even in this field they were eventually to be outgunned by the Allies, and in THE BIG LIE (Evans. 15s.) John Baker White reveals the extent to which we were latterly to deceive our opponents.

The author shows how in enemy countries ideas deliberately planned in London were disseminated among the people by British agents, the target always being to undermine enemy morale and to stiffen resistance movements. The author writes from personal experience, as rumour-mongering was his wartime trade and he had a hand in some of the major deceptions.

James Bridie, that vivid, provocative wayward wit of the theatre, wrote autobiography in a way which was disappointingly incomplete. In JAMES BRIDIE AND HIS THEATRE (Rockliff. 25s.) Winifred Bannister fills in many of the gaps, and a vivid personality comes to life in the section portraying Bridie as the author knew him. A final section of the book deals with Bridie's influence on the Scottish national theatre movement, and a joyous postscript relates that the Corporation of the City of Glasgow has now bought the Citizens Theatre. By doing this they have at least turned into reality one of Bridie's dearest dreams, namely that the theatre should have a close association with civic authority.

Richard Findlater, theatre critic, broadcaster and author, excels in his presentation of the period background in his life of GRIMALDI (Macgibbon and Kee. 21s.). He paints a picture of the rollicking, often brutal pantomimes of the Napoleonic Wars and the Regency, taking the reader backstage at Covent Garden and Sadlers Wells, at both of which places the future King of Clowns appeared before he was three years old. This is the first book about Grimaldi since the publication of the *Memoirs* edited by Charles Dickens, in the last century.

Nina Hamnet won quite a fair share of publicity between the wars by reason of a certain sculpture by Gaudier-Brzeska, the original of which is now in the Victoria and Albert Museum. That same "laughing torso" is lugged out to adorn the cover of Nina Hamnet's latest book, IS SHE A LADY ? (Allan Wingate. 12s. 6d.). These are rather rambling reminiscences but no doubt they will appeal to those to whom the Fitzroy Tavern appealed so strongly in the wild '20's and nervous '30's.

BIG BILL BLUES (Cassell. 12s. 6d.) opens a door on the world of the blues and their singers, a world that is very much a part of modern America. Big Bill Broonzy is one of the greatest exponents of this musical form, a Mississippi Negro who has spent his life singing and composing. These free-flowing happy-go-lucky memoirs (as told to Yannick Bruynoghe) reflect his ebullient spirit.

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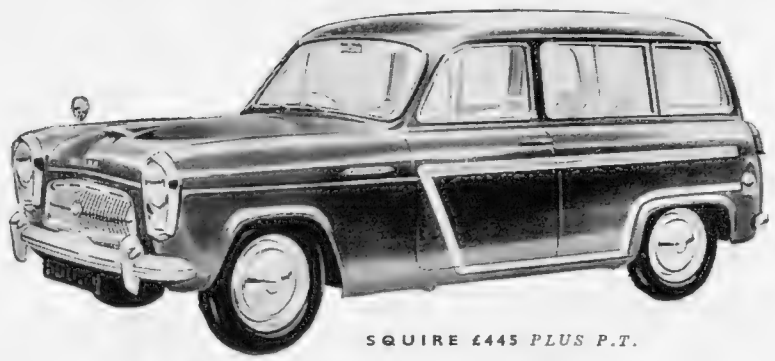

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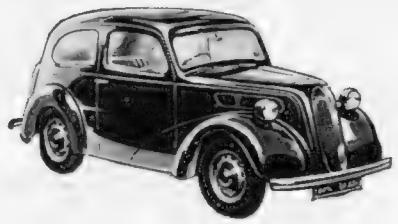

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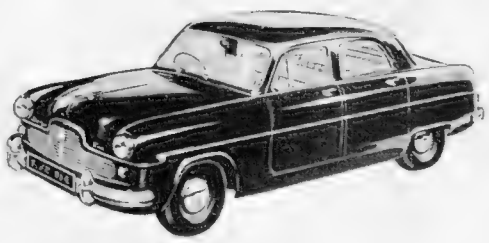

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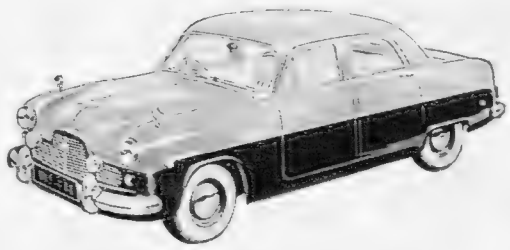

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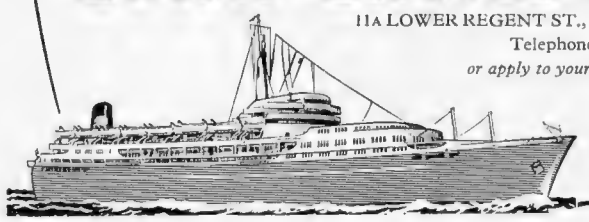

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The Bermuda Travel Information Office,
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Please send me colour booklet "Invitation to Bermuda" and information on travel facilities, hotels, etc.

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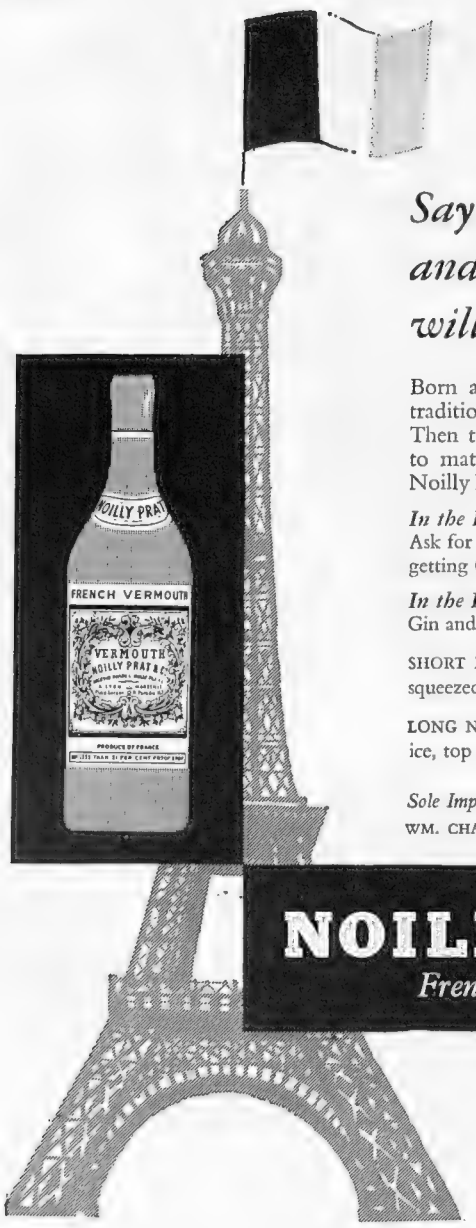

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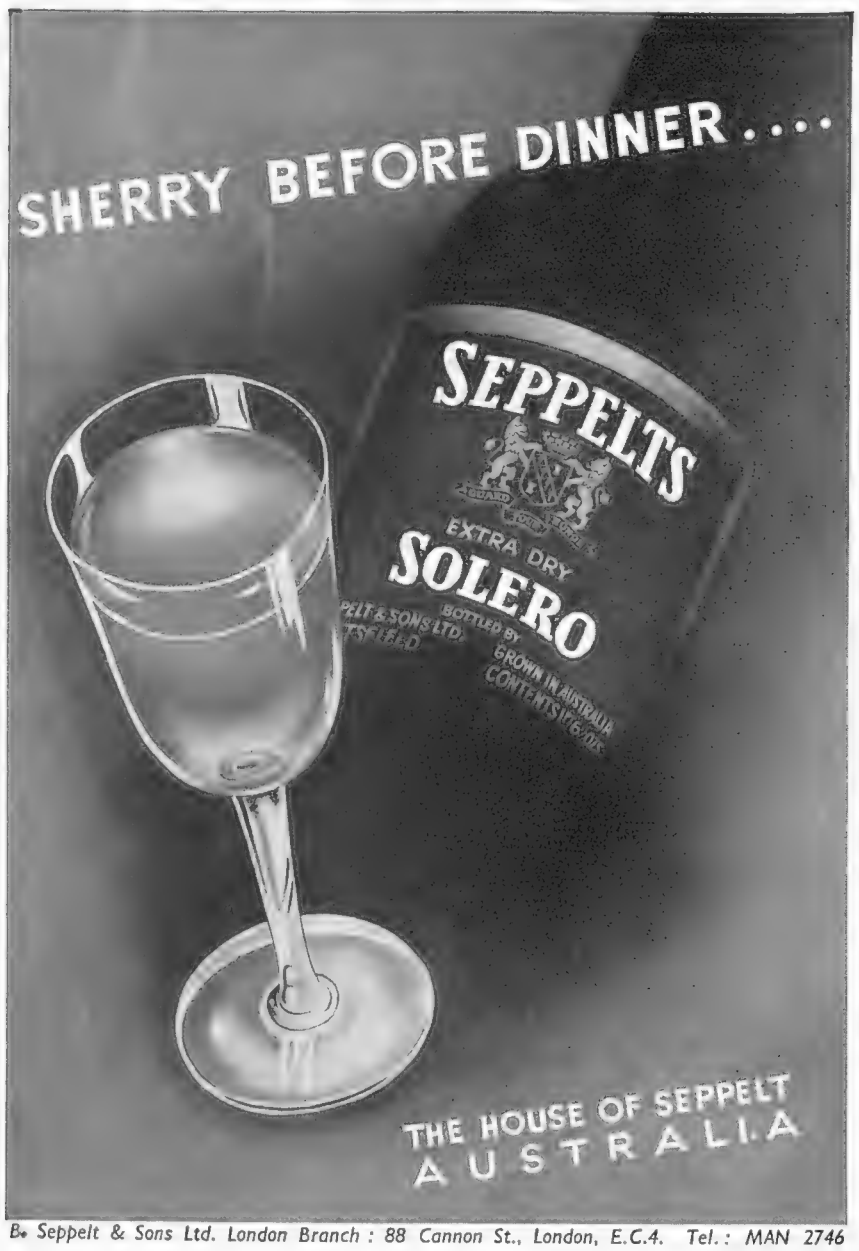

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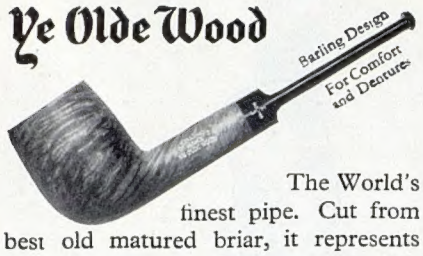

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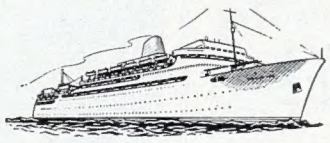

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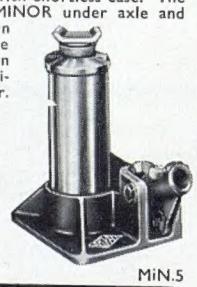

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